

# Built Form Rezoning Study

## THE CITY OF MINNEAPOLIS IS UPDATING THE ZONING CODE TO REACH MINNEAPOLIS 2040 GOALS.

Minneapolis 2040 went into effect on January 1, 2020, following over two years of engagement with the people of Minneapolis. The plan guides growth and change with fourteen goals in mind, including eliminating racial disparities, slowing climate change, and increasing access to jobs and housing.

As required by state law, the City is beginning to change its zoning rules to match the development guidelines that the City Council already approved with Minneapolis 2040. This technical process will take several years and will include updating the zoning classification of every property in the city to match Minneapolis 2040.

The first set of zoning changes will focus on technical aspects of built form standards that will regulate the scale of new buildings and additions throughout Minneapolis. This web site provides information about the draft built form regulations, including an opportunity for public comment. The City Planning Commission and City Council are expected to vote on approval of these changes by the end of 2020. Online public meetings will be held in early fall.

*Photo: Portion of Built Form  
Map*

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## TIMELINE

### What's happened so far?

#### April 2016 - December 2018

Over two years of engagement on Minneapolis 2040

#### December 7, 2018

The City Council approved Minneapolis 2040

#### January 1, 2020

Minneapolis 2040 went into effect, along with initial zoning changes allowing up to three units on all residential properties and requiring a percentage of affordable housing units in new apartment buildings.

### What's happening next?

#### September 3, 2020

The public comment period begins, with opportunities to review and comment on the draft built form regulations via this web site as well as three virtual meetings hosted by City staff.

#### September 23, 2020

[Virtual meeting #1 at 5pm-6pm](#)

#### September 29, 2020

[Virtual meeting #2 at 5pm-6pm](#)

#### October 7, 2020

[Virtual meeting #3 at 3pm-4pm \(Focused on Downtown\)](#)

#### October 19, 2020

The public comment period closes with a public hearing before the City Planning Commission, which will vote on forwarding a recommendation to the City Council.

#### November 20, 2020

The City Council will vote on approving the draft built form regulations.

## MINNEAPOLIS 2040 GOALS

The built form regulations are essential to achieving several goals of Minneapolis 2040, including accommodating more residents and jobs in the city, allowing a range of housing types and stabilizing housing costs, creating high quality physical environments, fostering complete neighborhoods and promoting climate change resilience.

While all the goals are important, Minneapolis 2040 is centered on eliminating racial disparities. To achieve this goal, the City of Minneapolis will work to undo the legacy that remains from racially discriminatory housing policies by increasing access to opportunity through a greater

diversity of housing types, especially in areas that lack housing options as a result of discriminatory housing policy. Implementing the Built Form Map through zoning districts makes it legal to build the greater diversity of housing types called for in Minneapolis 2040, and will work in concert with the City's larger [housing strategy](#) to increase housing choice and affordability.

### Eliminate disparities



[Goal 1](#)

### More residents and jobs



[Goal 2](#)

### Affordable and accessible housing



[Goal 3](#)

### High-quality physical environment



[Goal 6](#)

### Complete neighborhoods



[Goal 9](#)

### Climate change resilience



[Goal 10](#)

# MINNEAPOLIS 2040 POLICIES

The [Land Use and Built Form](#) section of Minneapolis 2040 describes where new housing, workplaces, and retail establishments may locate in the city in order to achieve the plan goals. This guidance is communicated through a combination of policies and maps. The first two policies of the plan, Access to Housing and Access to Employment, are the most relevant to the adopted Built Form Map that guides the location and characteristics of new buildings.

The [Access to Housing](#) policy outlines the role of the Built Form map in increasing housing choice throughout the city, acknowledging the contribution of zoning to racially-restrictive housing practices of the first half of the 20th century, and the lasting effect those actions had on people

of color and indigenous people. The policy also reinforces the practice of developing multifamily housing on transit routes, providing people the opportunity to live without a car, or with fewer cars in each household, helping to work toward the City's greenhouse gas reduction goal. This policy ensures that we have places throughout the city to increase housing supply and choice.

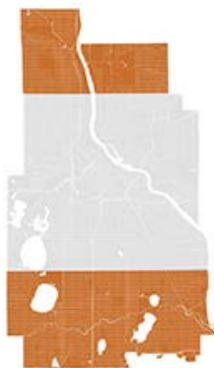
## Access to Housing



Increase housing choice and housing supply by allowing multifamily housing on select public transit routes, with higher densities along high-frequency routes and near METRO stations.



In neighborhood interiors that contain a mix of housing types from single-family homes to apartments, increase housing choice and supply by allowing new housing within that existing range.



In neighborhood interiors farthest from downtown that today contain primarily single-family homes, increase housing choice and supply by allowing up to three dwelling units on an individual lot.



Increase housing choice and supply by allowing the highest-density housing in and near Downtown.

The [Access to Employment](#) policy outlines the role of the Built Form map in supporting employment growth and ensuring that land is available for living-wage jobs in areas close to where people live, including access to living-wage jobs.

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### Access to Jobs



Increase access to employment by allowing a variety of jobs-producing uses on select public transit routes, with higher densities along high-frequency routes and near METRO stations.



Increase access to employment by allowing the highest concentration of jobs-producing uses in and near Downtown.

## DRAFT BUILT FORM REGULATIONS

The draft built form regulations will resolve some of the major conflicts between Minneapolis 2040 and the City's current zoning regulations. They are also intended to provide more predictability for the scale of new buildings and additions, which will help achieve the Minneapolis 2040 goals.

Minneapolis 2040 includes 14 Built Form Districts that guide the development of these draft regulations, which govern issues such as building height, floor area ratio (FAR), lot sizes and setbacks from property lines, among other things. The draft zoning changes described here enact new overlay districts that contain built form regulations in

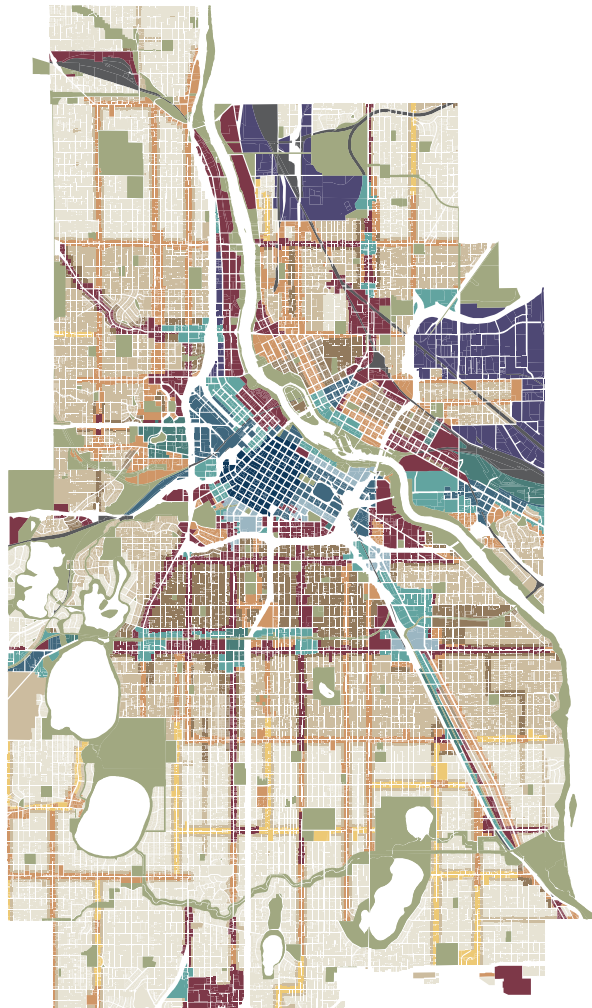
accordance with the built form maps and policy guidance that was already adopted by the City Council in Minneapolis 2040.

Through a future rezoning study, the City will implement land use regulations to complement built form regulations. While built form regulations govern the scale of new buildings, land use regulations will govern allowed uses, such as mixed use, residential, commercial, production, parks and open spaces.

*Important note: Not every property in the city will be redeveloped between now and 2040. These regulations will provide guidance if a property owner proposes changes to an existing building or proposes to construct a new building*

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### Built Form Map



## FREQUENTLY ASKED QUESTIONS

### What is a Rezoning Study?

A Rezoning Study is an analysis of the existing and proposed zoning regulations and maps in an area no less than 40 acres. The goal of a study is to encourage, facilitate, and implement policies and development envisioned in the City's adopted comprehensive plan (Minneapolis 2040) and to prevent development that is inconsistent with the comprehensive plan. The City also has a legal obligation to ensure that zoning reflects the adopted comprehensive plan. Rezoning Studies usually result in a recommendation to change the zoning of multiple parcels so that zoning is consistent with adopted future land use plans.

### What is the Built Form Rezoning Study?

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. Implementation of built form guidance has been prioritized as a key step that will resolve substantial conflicts between adopted Minneapolis 2040 policies and existing zoning regulations while meeting key goals spelled out in the comprehensive plan. It is also intended to provide more predictability for the scale of new buildings and additions in different areas in the city, including neighborhoods, downtown, production/employment areas and areas served by high-frequency transit. The built form rezoning study will create 14 new built form overlay districts and map the entire city, showing the new districts on every property. These zoning districts will match the Built Form Map that the City Council already approved with Minneapolis 2040.

### What is built form?

Built form regulations include structure height, setbacks (or yards), lot size, lot coverage (by structures), impervious surfaces, and floor area ratio (FAR), which is the overall square footage of a building relative to the size of the property. The current zoning districts generally implement built form regulations based on the base district (residential, commercial, industrial, etc.) The proposed amendments to the zoning code will move the built form regulations from

the base districts into 14 new built form overlay districts that align with the built form categories shown in the comprehensive plan's Built Form Map.

### What is an overlay district?

An overlay district is established by the zoning regulations and may be more or less restrictive than the base zoning district. Where a property is located within an overlay district, it is subject to the provisions of both the base zoning district and the overlay district. The intent is to implement the built form based on locations determined in the comprehensive plan, rather than the base district, which primarily regulates the uses allowed on the property (e.g., residential, commercial, industrial, etc.).

### Will my property be rezoned to add a built form overlay district?

Yes, every property in the City will have a built form district added, based on the built form map in Minneapolis 2040. However, this will not change the primary or base district regulating the use of the property and you can continue to use your property as you have in the past.

### If my property is damaged or destroyed, can I rebuild it?

Yes. State law allows you to rebuild your property in the event it is damaged or destroyed by fire or other natural occurrence no matter what zoning district your property is in. Depending on your specific situation, there may be a limit on the length of time you can take to rebuild your property.

### What other changes will be made to the zoning code?

Additional regulations related to built form will be implemented through separate ordinance changes including the adoption of the Mississippi River Corridor Critical Area zoning regulations and future updates to the site plan review chapter of the zoning code. Other changes to the zoning code expected in coming years include new base zoning districts that govern land use (residential, commercial, industrial, etc.) as outlined in the adopted plan, as well as changes to the way the City regulates the design of small apartment buildings.

# Review Draft Built Form Regulations

The draft built form regulations can be reviewed by Map, Topic, or District. You can also find all the draft recommendations and additional technical information on the [City's Zoning Code Text Amendments](#) page.

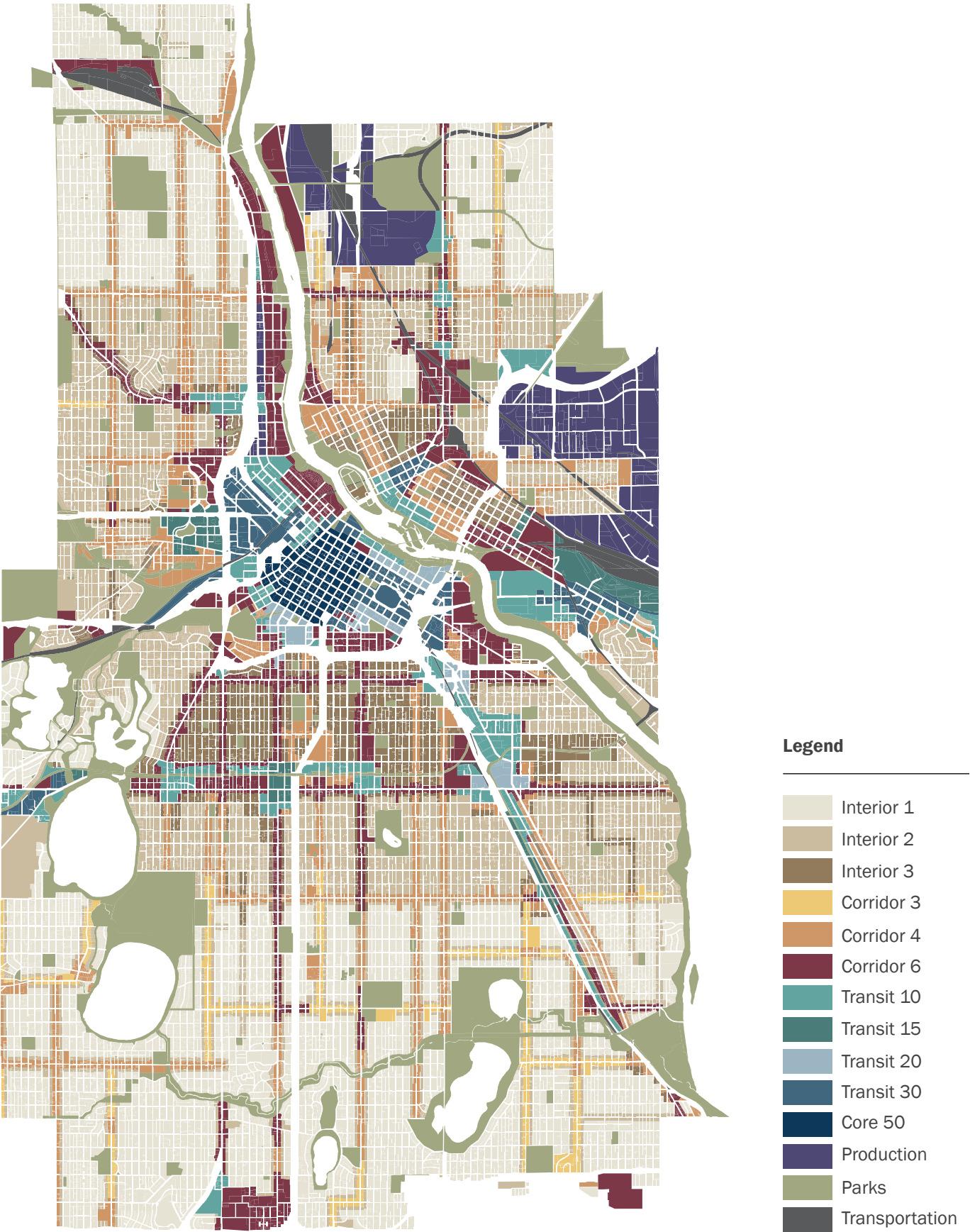
# Review Draft Built Form Regulations by Map

## BUILT FORM MAP

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The [Built Form Overlay District Map](#) will become part of the City's zoning ordinance. This map matches the Future Built Form Map already approved by the City Council in Minneapolis 2040. It also includes additional districts near the Mississippi River that were adopted as part of the Mississippi River Corridor Critical Area Plan. Clicking on a district in the map will take you to a summary of the draft built form regulations for that district.

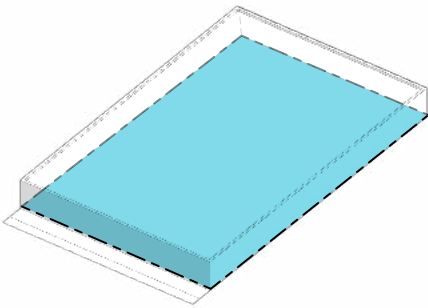
Built Form Map



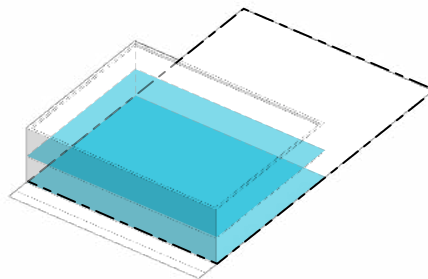
# Review Draft Built Form Regulations by Topic

## FLOOR AREA RATIO

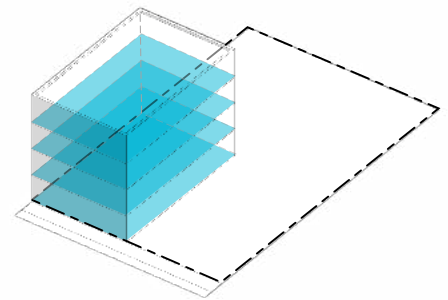
Floor area ratio (FAR) places a limit on the overall size of a building in square feet relative to the size of a lot. The total square footage of building area allowed on a lot is determined by multiplying the FAR by the square footage of the lot on which the building is located.



FAR = 1  
100% Coverage  
1 Story



FAR = 1  
50% Coverage  
2 Story



FAR = 1  
25% Coverage  
4 Story

## **FLOOR AREA RATIO (FAR)**

Floor area ratio (FAR) places a limit on the overall size of a building in square feet. The total square footage of building area allowed on a lot is determined by multiplying the FAR by the square footage of the lot on which the building is located.

The maximum allowed FAR may be increased through incentives called premiums. The tables below include information about the value of premiums. Each premium would be added to the allowed FAR. For additional information about premiums, visit the Incentives section of the web site.

The definition of “gross floor area” would be amended to include enclosed parking (at-grade and above-grade) in the calculation, rather than exempting enclosed parking.

### **Floor area ratio (FAR) allowed in each built form district**

<b>Built form district</b>	<b>Base Zoning District</b>	<b>Allowed FAR</b>	<b># of allowed premiums and value of each</b>
Interior 1	R, OR	0.5 1.0 (Institutional and Public Uses)	No premiums
	All other districts	1.4 (0.5 for 1-3 units)	
Interior 2	R, OR	0.8 (0.5 for 1-3 units) 1.0 (Institutional and Public Uses)	No premiums
	All other districts	1.4 (0.5 for 1-3 units)	
Interior 3	R, OR	(0.5 sf; 0.6 duplex; 0.7 triplex) Other uses: 1.4	Max of 1 premium. Value = 0.2 each. No premiums for 1-3 units.
	All other districts	(0.5 sf; 0.6 duplex; 0.7 triplex) Other uses: 1.6	Max of 1 premium. Value = 0.2 each. No premiums for 1-3 units.
Corridor 3	R, OR	1.5	Max of 2 premiums. Value = 0.25 each
	All other districts	1.75	
Corridor 4	R, OR	2	Max of 3 premiums. Value = 0.4 each
	All other districts	2.2	
Corridor 6	R, OR	3	Max of 3 premiums. Value = 0.65 each
	All other districts	3.2	
Transit 10	R, OR	5	Max of 3 premiums. Value = 0.8 each
	All other districts	5.2	
Transit 15	R, OR	6	Max of 3 premiums. Value = 0.9 each

	All other districts	6.2	
Transit 20	R, OR	7	Max of 3 premiums. Value = 1 each
	All other districts	7.2	
Transit 30	R, OR	8	Numerous options for premiums in Transit 30 and Core 50. No limit on the number that may be awarded.
	All other districts	8.2	
Core 50	All base districts	16	
Production		3	Max of 3 premiums. Value = 0.75 each
Parks		0.5	No premiums
Transportation		-	Use adjacent districts

**FAR premiums allowed in each built form district**

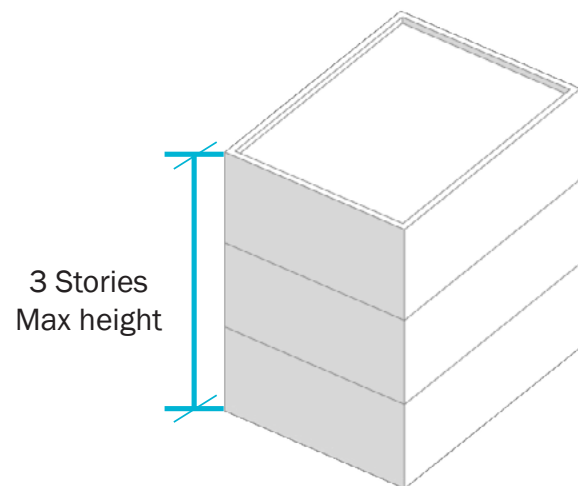
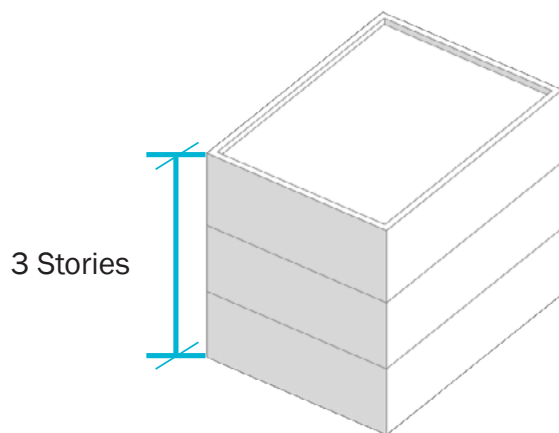
Built form district	Base Zoning District	FAR with 1 premium	FAR with 2 premiums	FAR with 3 premiums	Max achievable FAR with premiums
Interior 1	R, OR	-	-	-	0.5
	All other districts				1.4
Interior 2	R, OR	-	-	-	0.8
	All other districts	-	-	-	1.4
Interior 3	R, OR	1.6	-	-	1.6
	All other districts	1.8	-	-	1.8
Corridor 3	R, OR	1.75	2	-	2
	All other districts	2	2.25	-	2.25
Corridor 4	R, OR	2.4	2.8	3.2	3.2
	All other districts	2.6	3	3.4	3.4
Corridor 6	R, OR	3.65	4.3	4.95	4.95
	All other districts	3.85	4.5	5.15	5.15
Transit 10	R, OR	5.8	6.6	7.4	7.4
	All other districts	6	6.8	7.6	7.6
Transit 15	R, OR	6.9	7.8	8.7	8.7
	All other districts	7.1	8	8.9	8.9

Transit 20	R, OR	8	9	10	10
	All other districts	8.2	9.2	10.2	10.2
Transit 30	R, OR	Numerous options available in Transit 30 and Core 50 districts			
	All other districts				
Core 50	All base districts				
Production		3.75	4.5	5.25	5.25
Parks		0.5	-	-	0.5
Transportation					

# Review Draft Built Form Regulations by Topic

## BUILDING HEIGHT

Height regulations govern the overall height of buildings and structures as measured in feet and stories. These requirements are being updated to reflect the height guidance for each built form district as adopted in Minneapolis 2040. In the Corridor, Transit, Park and Production Built Form Districts, applicants may request administrative height increases but may not exceed the stories allowed in the next built form district.



*The graphic above illustrates that different buildings with the same number of stories may vary in height. The draft regulations include an overall maximum height in feet.*

## HEIGHT

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

### 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.

District	Draft Height Maximums*
Interior 1	2.5 stories, 35 feet
Interior 2	2.5 stories, 35 feet
Interior 3	3 stories, 42 feet
Corridor 3	3 stories, 42 feet
Corridor 4	4 stories, 56 feet
Corridor 6	6 stories, 84 feet
Transit 10	10 stories, 140 feet
Transit 15	15 stories, 210 feet
Transit 20	20 stories, 280 feet
Transit 30	30 stories, 420 feet
Core 50	No limit
Parks	2.5 stories, 35 feet
Production	10 stories, 140 feet

\*Maximum allowed heights for the following specific uses are drafted as follows:

District	Single- and Two-family Dwellings	Three-family Dwellings	Cluster Developments	Public and Institutional Uses
Interior 1 and Interior 2	2.5 stories, 28 feet, and the highest point of a gable, hip, or gambrel roof shall not exceed 33 feet			3 stories, 42 feet
Interior 3 and Corridor 3	2.5 stories, 28 feet, and the highest point of a gable, hip, or gambrel roof shall not exceed 33 feet	3 stories, 42 feet For 3 <sup>rd</sup> story additions, compatibility design standards will apply.	3 stories, 42 feet For 3 <sup>rd</sup> story additions, compatibility design standards will apply.	See table above
All other districts				

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

Additional maximum height regulations apply to properties in some other overlay districts. In some cases, the height regulations may be more or less restrictive than the built form districts. The most restrictive requirement will apply. The following overlay districts currently contain height regulations. What will or will not change is indicated for each.

Overlay District	Amendment, If Applicable
AP Airport	N/A
DH Downtown Height	This overlay district will be eliminated to prevent conflicts with the built form overlay district requirements
HA Harmon Area	N/A
MR Mississippi River Corridor Critical Area	Please refer to the draft MRCCA ordinance
PO Pedestrian Oriented, West Broadway Area	Minimum height requirement removed to prevent redundancy
PO Pedestrian Oriented, Hennepin, Lyndale, Lagoon, and Lake Area	Height increase allowed in C1 removed to prevent conflicts with the built form overlay district height requirements
SH Shoreland	N/A, except the maximum allowed height for three-family dwellings in the Interior 3, Corridor, and Transit districts may be 2.5 stories or 35 feet, whichever is more restrictive
SZ Split Zoning	The applicable height requirements shall apply in each respective district. Likewise, height may only be increased as authorized by each respective district.
WB West Broadway	Minimum height requirement removed to prevent redundancy

## Height Increases

Requests to increase the maximum permitted height by the built form overlay districts would be evaluated either by an administrative application or variance application. As described below, the option available for increasing height would depend on location and the type of use. As noted above, additional height regulations may apply to some properties in the Mississippi River Corridor Critical Area and Shoreland Overlay Districts. Options that would be available for increasing height in those districts are also described below.

### Administrative Application

In the Corridor, Transit, Park and Production built form districts (see map below), an administrative application (approved or denied by Community Planning Economic Development staff) would be allowed for obtaining a height increase. The height increase request would be subject to three requirements:

1. Compliance with a maximum allowed height increase in each district,
2. Provide a minimum number of premiums, and
3. Address legal findings.

Varying these requirements will not be an authorized variance of the overlay district standards.

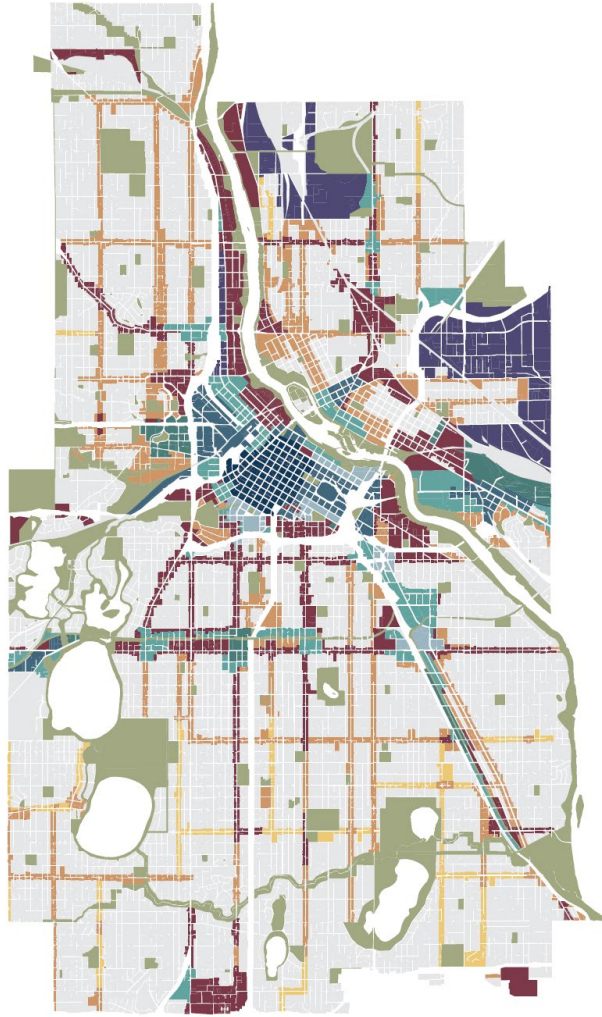


Figure 1: Map showing locations of the Corridor, Transit, Park and Production Built Form Districts. Gray areas are Interior Built Form Districts where the administrative height increase application would not be an option.

**Maximum Allowed Height Increase\***

District	Height May Be Increased Up To, but Not Exceed	Maximum Potential Authorized Increase Above the Height Allowed
<b>Corridor 3</b>	4 stories, 56 feet	1 story, 14 feet
<b>Corridor 4</b>	6 stories, 84 feet	2 stories, 28 feet
<b>Corridor 6</b>	10 stories, 140 feet	4 stories, 56 feet
<b>Transit 10</b>	15 stories, 210 feet	5 stories, 70 feet
<b>Transit 15</b>	20 stories, 280 feet	5 stories, 70 feet
<b>Transit 20</b>	30 stories, 420 feet	10 stories, 140 feet
<b>Transit 30</b>	50 stories, 700 feet	20 stories, 280 feet
<b>Parks</b>	6 stories, 84 feet	3.5 stories, 49 feet
<b>Production</b>	20 stories, 280 feet	10 stories, 140 feet

\* Height increase requests that exceed the values in the table will require a comprehensive plan amendment and a rezoning, which must be adopted by the City Planning Commission and City Council as part of a public hearing process.

**Allowed Height Increase per Premium in the Corridor and Parks Built Form Districts**

Premium (please refer to the Incentives topic for details)	District and Premium Value			
	Corridor 3	Corridor 4	Corridor 6	Parks
Affordable Housing	1 story, 14 feet	1 story, 14 feet	1 story, 14 feet	1 story, 14 feet
Environmental Sustainability	1 story, 14 feet	1 story, 14 feet	1 story, 14 feet	1 story, 14 feet
Enhanced Public Realm	1 story, 14 feet	1 story, 14 feet	1 story, 14 feet	1 story, 14 feet
Mixed Use Building	1 story, 14 feet	1 story, 14 feet	1 story, 14 feet	1 story, 14 feet
Historic Preservation	1 story, 14 feet	1 story, 14 feet	1 story, 14 feet	1 story, 14 feet
Through-Block Connections	1 story, 14 feet	1 story, 14 feet	1 story, 14 feet	1 story, 14 feet
Public Open Spaces	1 story, 14 feet	1 story, 14 feet	1 story, 14 feet	1 story, 14 feet

**Allowed Height Increase per Premium in the Transit and Production Built Form Districts**

Premium (please refer to the Incentives topic for details)	District and Premium Value			
	Transit 10	Transit 15	Transit 20 and Transit 30	Production
Affordable Housing	2 stories, 28 feet	2 stories, 28 feet	3 stories, 42 feet	--
Environmental Sustainability	2 stories, 28 feet	2 stories, 28 feet	3 stories, 42 feet	2 stories, 28 feet
Enhanced Public Realm	2 stories, 28 feet	2 stories, 28 feet	3 stories, 42 feet	2 stories, 28 feet
Mixed Use Building	2 stories, 28 feet	2 stories, 28 feet	3 stories, 42 feet	2 stories, 28 feet
Historic Preservation	2 stories, 28 feet	2 stories, 28 feet	3 stories, 42 feet	2 stories, 28 feet
Through-Block Connections	2 stories, 28 feet	2 stories, 28 feet	3 stories, 42 feet	2 stories, 28 feet
Public Open Spaces	2 stories, 28 feet	2 stories, 28 feet	3 stories, 42 feet	2 stories, 28 feet

Not all projects will be eligible for all premiums authorized in a district. In no case can providing additional premiums result in height increase that exceeds the maximum allowed in the district.

Where projects within these districts already exceed the applicable height limits or an addition is too small to trigger site plan review, the required premium will be allowed to be more proportional to the size of the addition. The addition cannot exceed 2,500 square feet in area and is allowed only one time in any 5-year period.

Height increases will no longer be allowed through a conditional use permit for a planned unit development (PUD). An amenity for an exception to other regulations in the PUD cannot also be used as a premium required for a height increase.

The following discretionary findings will need to be considered with each height increase request:

- The building furthers principles for human scale design and massing particularly facing the public realm<sup>1</sup> in the lower floors of the building.
- The portion of the building receiving the height increase responds to a change in built form on adjacent properties in less intense built form districts with a gradual transition in height, scale and level of activity.
- The building form and massing is distributed and oriented in a manner appropriate to the scale and proportion of the built surroundings to reasonably lessen wind generation and the impact of shadowing on adjacent properties, the public realm, and existing solar energy systems and to allow access to light and air of adjacent properties.
- The building placement considers important views of nearby landmark buildings, significant open spaces or water bodies from publicly accessible places.
- The building facades are oriented to enable solar access to allow energy efficient lighting, passive solar gain, and energy generation opportunities where possible.

If any one of the requirements pertaining to maximum allowed height increase, the premiums, or the findings are not met, the zoning administrator, or an authorized representative, may deny the application or impose conditions on the approval of any proposed height increase application and require such guarantees as deemed reasonable and necessary to comply with these requirements. A decision by the zoning administrator on a height increase application may be appealed to the City Council within ten (10) calendar days of the decision. The height increase application shall be reviewed concurrently with all other applications required for the development, including site plan review. The decision date shall coincide with the City Planning Commission action on the site plan review application.

#### Variance Application

A variance will be required to increase height when a property is any of the following:

- Located in any Interior Built Form Overlay District
- Occupied by a single- or two-family dwelling in any built form district
- Located in the R1-R2B primary districts and is occupied by a three-family dwelling

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<sup>1</sup> In Minneapolis 2040, public realm is defined as “Open spaces (public and semi-public) such as streets, sidewalks, bike paths, parks, and plazas where building interface with public/semi-public open space.” Parking lots are not considered part of the public realm.

### Height Increases in MR and SH Overlay Districts

Height increases may be allowed in the Mississippi River Corridor Critical Area and Shoreland Overlay Districts.

Overlay District	Application Required to Allow an Increase	
	Use	Application Requirements
SH Shoreland	Accessory structures, single- and two-family dwellings, and three-family dwellings located in the R1, R1A, R2, and R2B Districts	By variance, as provided in <a href="#">Chapter 525</a> , Administration and Enforcement
	All other principal uses	By conditional use permit. Any increase that would exceed the allowed height of the applicable built form overlay district shall also be subject to the administrative height increase requirements.
MR Mississippi River Corridor Critical Area	Please see MRCCA Text Amendment website	

### Minimum Height

Minimum height in stories is clearly spelled-out in the higher intensity built form districts in the comprehensive plan. Minimum height will be regulated by stories. In the Corridor 6 and Transit 10 districts, the minimum height will also be regulated in feet. The minimum height requirement will apply to the majority of the building footprint and will need to be oriented to the street or streets if located on a corner lot.

District	Draft Height Minimums
<b>Corridor 6</b>	2 stories, 20 feet
<b>Transit 10</b>	2 stories, 20 feet
<b>Transit 15</b>	4 stories
<b>Transit 20</b>	6 stories
<b>Transit 30</b>	10 stories
<b>Core 50</b>	10 stories

### Definition of Story

The definition of story is proposed to be amended to better align with the draft built form regulations. The definition will be simplified and no longer determine the height of a story by 14 feet or a fraction thereof. One addition to the definition will clarify that a mezzanine, as determined by the building code, will not be considered a story.

*Story.* That portion of a building included between the upper surface of any floor and the upper surface of the floor next above, ~~or fourteen (14) feet, whichever is less,~~ except that the topmost story shall be that portion of a building included between the upper surface of the topmost floor and the ceiling or roof above. ~~Where a portion of a building included between the upper surface of any floor and the~~

~~upper surface of the floor next above exceeds fourteen (14) feet in height, each fourteen (14) feet or fraction thereof is considered a story except that the first story may be up to twenty (20) feet in height for all buildings other than single and two family dwellings and multiple family dwellings having three (3) or four (4) dwelling units. If the finished floor surface directly above a basement, cellar or unused under floor space is more than six (6) feet above grade, for more than fifty (50) percent of the total perimeter, or is more than twelve (12) feet above grade at any point, such basement, cellar or unused underfloor space shall be considered a story. Rooftop features used exclusively for mechanical equipment, elevators, and stairways shall not be considered a story. Mezzanines, as determined by the building code, shall not be considered a story.~~

# Review Draft Built Form Regulations by Topic

## INCENTIVES

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### **Floor Area Premiums**

Floor area premiums allow developments to increase the typically-allowed floor area ratio (FAR) in exchange for providing features that exceed minimum ordinance requirements. The additional floor area allowed through a premium acts as an incentive to incorporate features intended to ensure that a development project goes even further toward achieving Minneapolis 2040 goals.

### **Height Increase Premiums**

Height increase premiums allow developments to increase the allowed height in the Corridor, Transit, Parks, and Production built form districts in exchange for providing features that further achieve Minneapolis 2040 goals while meeting a series of administratively reviewed findings. Administrative height increases may not exceed the stories allowed in the next built form district.

## **INCENTIVES**

### **Floor Area Premiums**

Floor area premiums allow developments to increase the typically-allowed floor area ratio (FAR) in exchange for providing features that exceed minimum ordinance requirements. The additional floor area allowed through a bonus acts as an incentive to incorporate features intended to ensure that a development project goes even further toward achieving policy goals.

Floor area premiums are applicable to principal residential, commercial, institutional, industrial, and mixed use structures. In residential developments, premiums are limited to residential uses with four (4) or more residential units.

#### **Number of authorized floor area premiums and value of each premium**

<b>Built form district</b>	<b>Number premiums allowed</b>	<b>Value of each premium</b>
Interior 1 Interior 2	No premiums allowed	N/A
Interior 3	1	0.2
Corridor 3	2	0.25
Corridor 4	3	0.4
Corridor 6	3	0.65
Transit 10	3	0.8
Transit 15	3	0.9
Transit 20	3	1.0
Transit 30 Core 50	No limit on the total number of premiums	See table with Transit 30 and Core 50 premiums

**Floor area premiums authorized in the following built form districts: Interior 3, Corridor 3, Corridor 4, Corridor 6, Transit 10, Transit 15, Transit 20**

<b>Enclosed parking</b>
<b>Standards</b> <ul style="list-style-type: none"> <li>• All off-street parking on the zoning lot shall be located within the building, entirely below grade, or in a parking garage of at least two (2) levels.</li> <li>• All drive aisles that facilitate maneuvering into and out of parking spaces shall be located within the structure. Exception: In the Interior 3 District, drive aisles and vehicle maneuvering areas may be located outdoors.</li> </ul>
<b>Affordable housing</b>
<b>Standards</b> <ul style="list-style-type: none"> <li>• The development must comply with the City's inclusionary housing requirements by providing affordable units on-site rather than utilizing one of the compliance alternatives.</li> <li>• The development must include at least twenty (20) dwelling units to qualify for the affordable housing bonus. In developments with fewer than fifty (50) units, all inclusionary housing</li> </ul>

standards that apply to developments with fifty (50) or more units shall apply to the development.
<b>Mixed use—commercial and residential buildings</b>
<p><b>Standards</b></p> <ul style="list-style-type: none"> <li>• The commercial space within the development must comply with <u>at least two of the of the following three standards</u>: <ul style="list-style-type: none"> <li>- The commercial space shall occupy at least sixty (60) percent of the building's ground-floor street frontage and a minimum interior depth of 20 feet,</li> <li>- The commercial spaces shall occupy at least twenty (20) percent of the floor area of the building footprint or 1,000 square feet, whichever is greater,</li> <li>- The commercial space shall occupy at least five (5) percent of the gross floor area of the building or 1,000 square feet, whichever is greater.</li> </ul> </li> <li>• The development shall include no fewer than four (4) residential units above the commercial space.</li> <li>• For properties located in the Destination Mixed Use land use category in the comprehensive plan, the qualifying commercial space(s) shall be occupied by retail sales and services or food and beverages uses.</li> </ul>
<b>Construction type</b>
<p><b>Standards</b></p> <ul style="list-style-type: none"> <li>• Not less than 60% of the floor area of the development on the zoning lot is within a structure or structures classified by the building code as one the following construction types: Type IA, Type IB, Type IIA, or Type IV.</li> </ul>
<b>Environmental sustainability – Ecological Function</b>
<p><b>Standards</b></p> <ul style="list-style-type: none"> <li>• The development must include a green roof and landscaping elements that meet the following standards: <ul style="list-style-type: none"> <li>- Installation of an extensive, intensive, semi-intensive, modular or integrated green roof system that covers a minimum of fifty (50) percent of the total roof area proposed for the development.</li> <li>- Not less than fifty (50) percent of the site not occupied by buildings including all required landscaped yards shall be landscaped per the standards in Chapter 530.</li> <li>- Native species plantings shall be prioritized on the landscaping plan, including plantings that support pollinators.</li> </ul> </li> </ul>
<b>Environmental sustainability – Climate</b>
<p><b>Standards</b></p> <ul style="list-style-type: none"> <li>• The project shall achieve at least one of the following standards:</li> <li>• Any performance standard (LEED, PHIUS, EGC, etc.) that achieves the Minnesota Sustainable Building 2030 (SB 2030) 2015-2019 Energy Standard, a seventy (70) percent energy/carbon reduction from the Average Building Baseline. The evaluation shall be submitted by a certified architect. A energy report shall be reviewed annually as part of the Minneapolis Energy Benchmarking program.</li> </ul>

<ul style="list-style-type: none"> <li>• Production of on-site renewable energy for at least two (2) percent of the projected development energy usage.</li> </ul>
<b>Enhanced public realm</b>
<b>Standards</b> <ul style="list-style-type: none"> <li>• The development must meet a combination of the following standards, as approved by the city engineer in consultation with the planning director: <ul style="list-style-type: none"> <li>- A widened sidewalk that brings a substandard pedestrian space into compliance with adopted street design guidelines. Sidewalk must be paved with materials that meet or exceed city standards for sidewalk finishes.</li> <li>- Street trees installed in an enhanced planting bed.</li> <li>- Stormwater elements that serve the public realm, using native plants and bioswales to reduce runoff and treat water prior to entering waterways.</li> <li>- Burying of overhead utilities.</li> <li>- Street furniture appropriate for its context, not disrupting the pedestrian thoroughway.</li> </ul> </li> </ul>
<b>Grocery store</b>
<b>Standards</b> <ul style="list-style-type: none"> <li>• The development includes a grocery store that meets the following standards: <ul style="list-style-type: none"> <li>- Not less than five thousand (5,000) square feet.</li> <li>- Must include fresh produce in compliance with the staple food requirements of Chapter 203 of the code of ordinances.</li> </ul> </li> </ul>
<b>Child care center</b>
<b>Standards</b> <ul style="list-style-type: none"> <li>• The development includes a child care center that meets the following standards: <ul style="list-style-type: none"> <li>- Not less than 2,000 square feet of enclosed space</li> <li>- The development shall include on-site, outdoor space with at least one thousand five hundred (1,500) square feet total and at least 75 square feet per child.</li> <li>- The use shall comply with the specific development standards for child care centers in Chapter 536, Specific Development standards.</li> </ul> </li> </ul>

#### Floor area premiums authorized in the Transit 30 and Core 50 districts

Premium	Standards	Value of each premium
<b>Affordable housing</b>		
a. The development shall comply with the applicable inclusionary housing regulations and the Unified Housing Policy by providing on-site affordable housing units rather than choosing one of the compliance alternatives.		T50: 4.0 T30: 2.0
b. The development must include at least twenty (20) dwelling units to qualify for the affordable housing bonus. In developments with fewer than fifty (50) units, all inclusionary housing standards that apply to developments with fifty (50) or more units shall apply to the development.		Multiple affordable housing premiums shall not be applicable.
<b>Enclosed parking</b>		

In the Transit 30 and Core 50 districts, the enclosed parking bonus shall be awarded only when all parking in the development is located below ground, in a level that does not count as story.	T50: 4.0 T30: 2.0  Multiple enclosed parking premiums shall not be applicable.
Environmental sustainability	
(Replace/update the energy efficiency premium.)	
Freight loading terminal	
a. All freight loading facilities shall be located entirely below grade or entirely enclosed within the principal structure served.	T50: 2.0 T30: 2.0
b. The freight loading facilities shall be designed to meet the needs and requirements of all uses on the zoning lot.	Multiple freight loading premiums shall not be applicable.
Historic preservation	
a. The structure shall be a locally designated historic structure or shall be determined to be eligible to be locally designated as a historic structure, as provided in <u>Chapter 599</u> of the Minneapolis Code of Ordinances, Heritage Preservation.	T50: 4.0 T30: 2.0
b. The historic structure, if undesignated, shall be subject to the same restrictions that are applicable to locally designated historic structures and the recommendations contained in The Secretary of the Interior's Standards for Rehabilitation.	A zoning lot may qualify for a historic preservation premium or as a sending site for transfer of development rights pursuant to Article III, Transfer of Development Rights, but not both.
c. The historic structure shall be rehabilitated pursuant to the applicable guidelines of the heritage preservation-ordinance and the recommendations contained in The Secretary of the Interior's Standards for Rehabilitation, if necessary.	
Public art	
a. The art shall be valued at not less than one-fourth (.25) of one (1) percent of the capital cost of the principal structure.	T50: 2.0 T30: 1.0

<p>b. The art shall be located where it is highly visible to the public. If the art is located indoors, such space shall meet the minimum requirements for an indoor open space, interior through-block connection, or skyway connecting corridor, as specified in this article.</p>	<p>Multiple qualifying public art installations on a zoning lot shall result in a maximum premium of 4.0 in T50 and 2.0 in T30.</p>
<p>Residential uses in a mixed-use development</p>	
<p>a. At least twenty five (25) percent of the gross floor area of the principal structure shall be occupied by residential units.</p>	<p>T50: 4.0 T30: 2.0</p> <p>Multiple residential mixed-use spaces shall not qualify for additional premiums.</p>
<p>Sidewalk widening</p>	
<p>a. The existing sidewalk shall be less than fifteen (15) feet wide.</p> <p>b. The widened sidewalk shall be at least fifteen (15) feet wide, open to the sky, paved with materials that meet or exceed city standards for sidewalk finishes, and shall include street trees as approved by the city engineer in consultation with the planning director.</p>	<p>T50: 2.0 T30: 1.0</p> <p>Multiple widened sidewalks along different public rights of way shall result in a maximum premium of 8.0 in T50 and 4.0 in T30.</p>
<p>Skyway connection</p>	
<p>a. Skyways shall comply with Chapter 535, Article XIII, Skyways. Variances granted from the development standards for skyways do not disqualify a skyway from being awarded the premium provided the standards of this Article are met.</p> <p>b. The skyway shall connect two blocks on opposite sides of the street.</p>	<p>T50: 2.0 T30: 1.0</p> <p>Multiple skyway</p>

<p>c. The skyway shall be located within the boundaries of the downtown skyway expansion zone described in the city's comprehensive plan.</p> <p>d. The maximum skyway premium shall be increased by one (1) where the skyway and connecting corridor have a minimum interior clear width of sixteen (16) feet.</p> <p>e. Except where crossing streets and alleys, skyways shall be located within private boundaries of the property rather than over the public right of way.</p> <p>f. Skyways shall be heated to a minimum of fifty-five (55) degrees in winter and ventilated to not exceed outdoor temperatures in the summer.</p>	<p>connections on a zoning lot shall result in a maximum premium of 8.0 in T50 and 4.0 in T30.</p>
<b>Street level retail uses</b>	
<p>a. Retail uses shall be limited to Retail Sales and Services uses and Food and Beverages uses included in Table 549-1 Principal Uses in the Downtown Districts.</p> <p>b. Retail uses shall extend along at least sixty (60) percent of the building wall fronting on any street. Multiple retail tenant spaces are encouraged.</p> <p>c. Each retail use located directly adjacent to a street frontage shall have at least one (1) separate entrance from the outdoors.</p>	<p>T50: 2.0 T30: 1.0</p> <p>Multiple qualifying street-level retail uses on a zoning lot shall result in a maximum premium of 4.0 in T50 and 2.0 in T30.</p>
<b>Through-block connection</b>	
<p>a. The connection shall provide a reasonably direct route between two public streets on opposite sides of the block, or shall connect a public street to an urban open space on the opposite side of the block, or shall connect two urban open spaces on opposite sides of the block, or shall connect to another interior through-block connection. The through-block connection shall not require walking across or through driveways, parking areas, or other areas with vehicle maneuvering. In addition, on developments involving less than one-half block, the interior through-block connection may connect two public streets on opposite sides of the block in combination with corridors in one (1) or more other buildings on the same block.</p> <p>b. The connection shall be located not more than three (3) feet above or below the level of the sidewalk, shall have a minimum interior clear width of twelve (12) feet and a minimum height of twelve (12) feet. The maximum interior through-block connection premium shall be increased by one (1) where the interior through-block connection has a minimum interior clear width of sixteen (16) feet.</p> <p>c. The connection may be outdoors or enclosed but shall be well-lighted and accessible year-round and open to the general public at least during the normal business hours of the surrounding area.</p>	<p>T50: 2.0 T30: 1.0</p> <p>Multiple through-block connections on a zoning lot shall result in a maximum premium of 4.0.</p>

<p>d. Not less than forty (40) percent of the first floor facing an outdoor through-block connection shall include windows of clear or lightly tinted glass that allow views into and out of the building at eye level.</p> <p>d. The connection entrances shall be clearly visible from adjacent sidewalks or streets.</p>	
<b>Transit facility</b>	
<p>a. The transit facility shall be located at a transit stop location approved by the planning director in consultation with the city engineer and Metro Transit. The maximum transit facility premium shall be increased by one (1) where the transit facility is located at an approved light rail transit stop.</p> <p>b. The transit facility shall be open to the general public at least during the normal hours of transit service.</p> <p>c. The transit facility shall be weather protected, heated and lighted, and shall contain at least two (2) entries.</p> <p>d. The transit facility shall be clearly visible from the street and sidewalk, and transit users shall be able to see oncoming transit vehicles from the facility. For bus transit facilities, the facility shall be located within fifty (50) feet of the sign identifying the bus stop.</p>	<p>T50: 2.0 T30: 2.0</p> <p>Multiple transit facility premiums shall not be applicable.</p>
<b>Urban open space, indoor</b>	
<p>a. Indoor open space shall be located at street level and shall be not more than three (3) feet above or below the level of the sidewalk. Small indoor open space shall contain not less than five thousand (5,000) contiguous square feet. Large indoor open space shall contain not less than seven thousand five hundred (7,500) contiguous square feet.</p> <p>b. Indoor open space shall easily accessible from adjacent sidewalks or streets. Walls of an indoor open space area facing sidewalks or an outdoor open space area shall provide a clear view between interior and exterior space.</p> <p>c. Indoor open space shall include an average height not less than thirty-five (35) feet and a minimum height of twenty (20) feet, and shall include natural light through a glazed roof or windows at a level sufficient to sustain a variety of plants and trees.</p> <p>d. Indoor open space shall be designed to encourage use by the general public through the provision of facilities and features including convenient and comfortable seating at a rate of not less than one (1) seat per two hundred (200) square feet of open space, tables, trash receptacles, plants and trees, water features, drinking fountains and toilet facilities, and areas for public entertainment or public display of art or cultural exhibits.</p> <p>e. Indoor open space may contain tables and facilities for food service, but a majority of the space shall be available for general public use without charge. Food preparation areas shall not qualify as required space.</p>	<p>Large urban open space, indoor T50: 8.0 T30: 4.0</p> <p>Small urban open space T50: 4.0 T30: 2.0</p> <p>Multiple urban open spaces on a zoning lot—combining both indoor and outdoor spaces—shall result in a maximum premium of 16.0 in T50 and 8.0 in T30. The</p>

<p>f. The indoor open space shall be open to the general public at least during the normal business hours of the surrounding area.</p>	<p>urban open space premium may be obtained by providing adjacent indoor and outdoor open space that in combination meets the minimum size and dimensional requirements for an urban open space, and that meets all of the other standards for such open space.</p>
<p>Urban open space, outdoor</p>	
<p>a. Outdoor open space shall comprise at least fifty (50) feet of <u>the street frontage of the zoning lot</u>. Small outdoor open space shall contain not less than five thousand (5,000) contiguous square feet. Large outdoor open space shall contain not less than seven thousand five hundred (7,500) contiguous square feet.</p> <p>b. An outdoor open space that meets the definition of a plaza under Chapter 535, Article XI, Plazas, shall be subject to the requirements of that article. Variances granted from the development standards for plazas do not disqualify the plaza from being awarded the premium provided the standards of this Article are met.</p> <p>c. Not less than forty (40) percent of the first floor façade facing the outdoor open space shall include windows of clear or lightly tinted glass that allow views into and out of the building at eye level.</p> <p>d. Outdoor open space may contain tables and facilities for food service, but a majority of the space shall be available for general public use without charge.</p> <p>e. The outdoor open space shall be open to the general public at least during the normal business hours of the surrounding area.</p>	<p>Large urban open space, outdoor T50: 8.0 T30: 4.0</p> <p>Small urban open space T50: 4.0 T30: 2.0</p> <p>Multiple urban open spaces on a zoning lot—combining both indoor and outdoor spaces—shall result in a maximum premium of</p>

	16.0 in T50 and 8.0 in T30. The urban open space premium may be obtained by providing adjacent indoor and outdoor open space that in combination meets the minimum size and dimensional requirements for an urban open space, and that meets all of the other standards for such open space.
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- Each premium shall be maintained for the life of the principal structure provided that the terms of the affordable housing premium shall be governed by the Unified Housing Policy
- Exceptions to the floor area ratio premium standards of this article may be approved where the alternative meets the intent of the standards and includes an exceptional design or style that will enhance the area or that is more consistent with the design of the site.
- Buildings existing on the effective date of this ordinance that were built pursuant to the floor area ratio premiums of the 1963 zoning code shall be considered legally conforming, except that additions to such buildings or other redevelopment shall be subject to the standards of this article.

### **Height Increase Premiums**

<b>Affordable housing</b>
<b>Standards</b>

<ul style="list-style-type: none"> <li>• The development must comply with the City’s inclusionary housing requirements by providing affordable units on-site rather than utilizing one of the compliance alternatives.</li> <li>• The development must include at least twenty (20) dwelling units to qualify for the affordable housing bonus. In developments with fewer than fifty (50) units, all inclusionary housing standards that normally apply to developments with fifty (50) or more units shall apply to the development.</li> <li>• The development shall also provide additional affordable units, diversity of unit types, or energy efficient units.</li> </ul>
<b>Mixed use—commercial and residential buildings with a grocery store or child care center</b>
<p><b>Standards</b></p> <ul style="list-style-type: none"> <li>• The commercial space within the development must comply with at least two of the of the following three standards: <ul style="list-style-type: none"> <li>a. The commercial space shall occupy at least sixty (60) percent of the building’s street frontage,</li> <li>b. The commercial spaces shall occupy at least twenty (20) percent of the floor area of the building footprint,</li> <li>c. The commercial space shall occupy at least five (5) percent of the gross floor area of the building.</li> </ul> </li> <li>• For properties located in the Destination Mixed Use land use category in the comprehensive plan, ground floor commercial space(s) shall be occupied by retail sales and services or food and beverages uses.</li> <li>• The commercial uses shall include either a grocery store or a child care center as follows: <ul style="list-style-type: none"> <li>a. The grocery store shall be at least five thousand (5,000) square feet and shall include fresh produce in compliance with the staple food requirements of Chapter 203 of the code of ordinances.</li> <li>b. The child care center shall be at least 2,000 square feet of enclosed space and shall comply with the specific development standards for child care centers in Chapter 536, Specific Development standards. The development shall include on-site, outdoor space with at least one thousand five hundred (1,500) square feet total and at least 75 square feet per child.</li> </ul> </li> </ul>
<b>Environmental sustainability—climate resiliency</b>
<p><b>Standards</b></p> <ul style="list-style-type: none"> <li>• The project shall achieve any performance standard (LEED, PHIUS, EGC, etc.) equivalent to the Minnesota Sustainable Building 2030 (SB 2030) 2020-2024 Energy Standard, an eighty (80) percent energy/carbon reduction from the Average Building Baseline. The evaluation shall be submitted by a certified architect. A energy report shall be reviewed annually as part of the <a href="#">Minneapolis Energy Benchmarking program</a>.</li> </ul>
<b>Enhanced public realm</b>
<b>Standards</b>

- Standards, in addition to the standards required for the FAR premium, are still under development.

## **Preservation**

### **Standards**

- a. The structure or structures shall be a locally designated historic structure or shall be determined to be eligible to be locally designated as a historic structure, as provided in Chapter 599 of the Minneapolis Code of Ordinances, Heritage Preservation.
- b. The historic structure, if undesignated, shall be subject to the same restrictions that are applicable to locally designated historic structures and the recommendations contained in The Secretary of the Interior's Standards for Rehabilitation.
- c. The historic structure shall be rehabilitated pursuant to the applicable guidelines of the heritage preservation-ordinance and the recommendations contained in The Secretary of the Interior's Standards for Rehabilitation, if necessary.

### **Through-block connection**

- a. The connection shall provide a reasonably direct route between two public streets on opposite sides of the block, or shall connect a public street to an urban open space on the opposite side of the block, or shall connect two urban open spaces on opposite sides of the block, or shall connect to another interior through-block connection. The through-block connection shall not require walking across or through driveways, parking areas, or other areas with vehicle maneuvering. In addition, on developments involving less than one-half block, the interior through-block connection may connect two public streets on opposite sides of the block in combination with corridors in one (1) or more other buildings on the same block.
- b. The connection shall be located not more than three (3) feet above or below the level of the sidewalk, shall have a minimum interior clear width of twelve (12) feet and a minimum height of twelve (12) feet.
- c. The connection may be outdoors or enclosed but shall be well-lighted and accessible year-round and open to the general public at least during the normal business hours of the surrounding area.
- d. Not less than forty (40) percent of the first floor facing an outdoor through-block connection shall include windows or doors of clear or lightly tinted glass that allow views into and out of the building at eye level.
- d. The connection entrances shall be clearly visible from adjacent sidewalks or streets.

### **Outdoor open space**

- a. Outdoor open space shall comprise at least fifty (50) feet of the street frontage of the zoning lot and shall contain not less than five thousand (5,000) contiguous square feet. The outdoor open space shall be a plaza, pocket park, or community garden.

b. An outdoor open space that meets the definition of a plaza under Chapter 535, Article XI, Plazas, shall be subject to the requirements of that article. Variances granted from the development standards for plazas do not disqualify the plaza from being awarded the premium provided the standards of this Article are met.

c. An outdoor open space designed as a pocket park shall also be subject to the plaza standards under Chapter 535, Article XI, Plazas.

d. Not less than forty (40) percent of the first-floor façade facing the outdoor open space shall include windows or doors of clear or lightly tinted glass that allow views into and out of the building at eye level. The first floor or ground level of buildings shall be designed to accommodate active functions by ensuring that parking, loading, storage, or mechanical equipment rooms are limited to no more than fifty (50) percent of the linear building frontage along each wall facing the outdoor open space.

d. Outdoor open space may contain tables and facilities for food service, but a majority of the space shall be available for general public use without charge.

e. The outdoor open space shall be open to the general public at least during the normal business hours of the surrounding area.

f. At least one (1) short-term bicycle space shall be provided for each one thousand five hundred (1,500) square feet of plaza area, or fraction thereof. Bicycle parking provided to meet this requirement shall not count toward the minimum requirement of the development.

# Review Draft Built Form Regulations by Topic

## LOT SIZE

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Lot size regulations govern the minimum and maximum square footage of land allowed for a single property. Minimum lot sizes are generally intended to fulfill two objectives: (1) recognize the practical space needs for different uses, accommodating the functional requirements associated with different uses; and (2) reinforce existing or desired development/built form patterns in various built form districts. Maximum lot sizes are intended to limit the scale of new development.

## Lot Sizes

Lot size regulations govern the minimum and maximum square footage of the land based on the type of use(s) being accommodated on the property. Minimum lot sizes are generally intended to fulfill two objectives: (1) recognize the practical space needs for different uses, accommodating the functional requirements associated with different uses; and (2) reinforce existing or desired development/built form patterns in various built form districts. Maximum lot sizes are intended to limit the scale of new development.

### Minimum and Maximum Lot Sizes

	Minimum lot size, 1-3 unit residential and cluster devel.	Maximum lot size, 1-3 unit residential and cluster devel.	Minimum lot size, residential development with 4 or more units	Maximum lot size, 4 or more units and non-residential uses	Minimum lot size, mixed use and non-residential uses
<b>Interior 1</b>	<p>Utilize current standards from base zoning districts. Generally, minimums and maximums for 1-3 unit buildings are as follows:</p> <p>Minimum for 1-3: R1 &amp; R2 6,000 sq. ft. R1A, R2B, R3, R4, OR1: 5,000 sq. ft.</p> <p>Maximum for 1-3: R1 &amp; R2: 9,000 sq. ft. R1A, R2B, R3, R4, OR1: 7,500 sq. ft.</p>		Use not allowed. Existing nonconforming buildings: 9,000	Use not allowed. Existing nonconforming buildings: 14,000	No minimum, generally
<b>Interior 2</b>			9,000	14,000	No minimum, generally
<b>Interior 3</b>			5,000	18,000	No minimum, generally
<b>Corridor 3</b>			5,000	28,000	No minimum, generally
<b>Corridor 4</b>			5,000	28,000	No minimum, generally
<b>Corridor 6</b>			5,000	43,560 (one acre)	No minimum, generally
<b>Transit 10</b>			No minimum	No maximum	No minimum, generally
<b>Transit 15</b>			No minimum	No maximum	No minimum, generally
<b>Transit 20</b>			No minimum	No maximum	No minimum, generally
<b>Transit 30</b>			No minimum	No maximum	No minimum, generally
<b>Core 50</b>			No minimum	No maximum	No minimum, generally

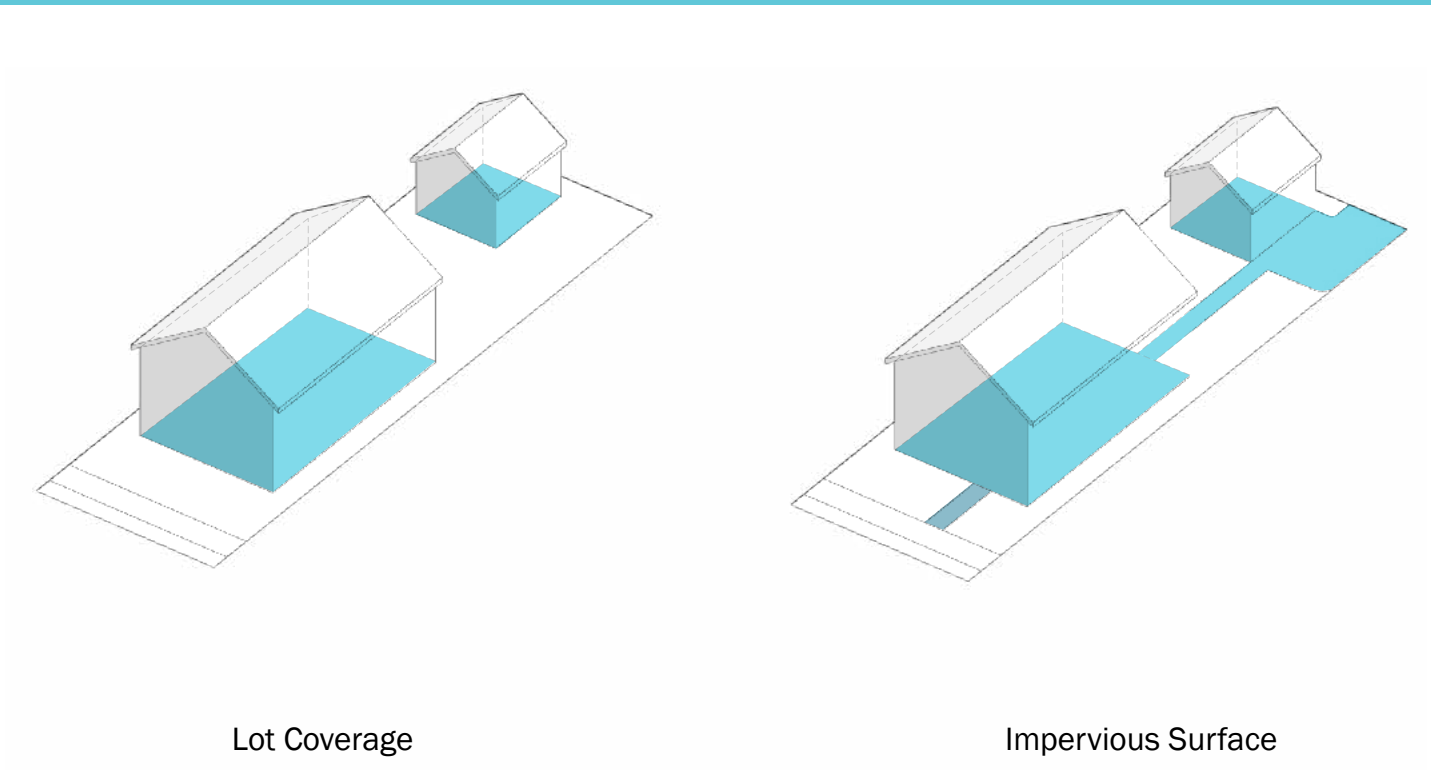
<b>Production</b>		No minimum	No maximum	No minimum, generally
<b>Parks</b>		No minimum	No maximum	No minimum, generally
<b>Transportation</b>		No minimum	No maximum	No minimum, generally
<b>All Districts</b>			Cluster developments and Planned Unit Developments: as approved by conditional use permit (CUP). Will include provisions that limit the size/length of buildings in certain districts	

- Certain commercial and institutional uses would continue to have a minimum lot area based on the functional requirements of the use.
- The minimum size of a Planned Unit Development would change from one acre to one-half acre.
- Minimum lot width requirements are not expected to change significantly.
- The “large lot provision” in section 598.240(2)(a) would be retained, requiring larger lots in areas where larger lot sizes substantially exceed zoning code minimums.
- Regulations will be proposed that limit the size of individual buildings on existing lots that exceed newly adopted maximum lot sizes.

# Review Draft Built Form Regulations by Topic

## LOT COVERAGE AND IMPERVIOUS SURFACE

Each built form district regulates the maximum percentage of a lot that can be covered by buildings and the maximum percentage of a lot that can be covered by impervious surfaces. Impervious surfaces are any material that reduce or prevent stormwater from absorbing into the soil. This can be buildings, sidewalks, or other hard surfaces.



## **LOT COVERAGE AND IMPERVIOUS SURFACE**

These standards are developed to support Minneapolis 2040 goals of Climate Change Resilience and Clean Environment, doing so in the context of creating Affordable and Accessible Housing, More Residents and Jobs, Complete Neighborhoods, and Eliminating Disparities. Specifically, policy 67 (Climate Resilient Communities) and policy 74 (Integration of Water Management into Development) call for development standards that promote on site water infiltration and opportunities for supporting the urban tree canopy. The following standards are intended to bring about these outcomes while maintaining opportunities for development that are consistent with built form guidance in Minneapolis 2040.

### **Maximum Lot Coverage**

Lot coverage refers to the area of a lot covered by principal and accessory structures. Lot coverage does not apply to such elements as awnings, canopies, balconies, eaves, etc.

#### **Maximum Lot Coverage**

<b>Built Form District</b>	<b>Existing Residential or Office Residential Base Zoning</b>	<b>Existing Commercial, Industrial, or Business Base Zoning</b>
Parks	45%	45%
Interior 1 Interior 2	45%	100%
Interior 3 Corridor 3	60%	100%
Corridor 4 Corridor 6	70%	100%
Transit 10 Transit 15 Transit 20 Transit 30	80%	100%
Core 50	100%	100%
Production	100%	100%

### **Maximum Impervious Surface**

Impervious surface includes any material which significantly reduces or prevents natural absorption of stormwater into the soil and cause water to run off the surface in greater quantities and at an increased rate of flow. Impervious surfaces include, but are not limited to, buildings or other structures with roofs, sidewalks, and all stone, brick, concrete or asphalt surfaces.

#### **Maximum Impervious Surface**

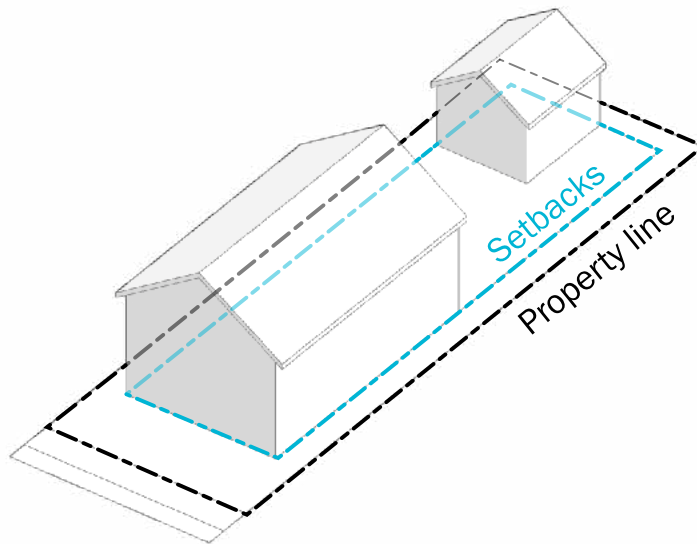
<b>Built Form District</b>	<b>Existing Residential or Office Residential Base Zoning</b>	<b>Existing Commercial, Industrial, or Business Base Zoning</b>
Parks	60%*	60%*
Interior 1 Interior 2	60%*	100%
Interior 3 Corridor 3	75%	100%
Corridor 4 Corridor 6	85%	100%
Transit 10 Transit 15 Transit 20 Transit 30	90%	100%
Core 50	100%	100%
Production	100%	100%

\*Exception. Impervious surfaces shall not cover more than sixty-five (65) percent of any zoning lot with less than six thousand (6,000) square feet of lot area and no access to a public alley or a second street frontage.

# Review Draft Built Form Regulations by Topic

## SETBACKS

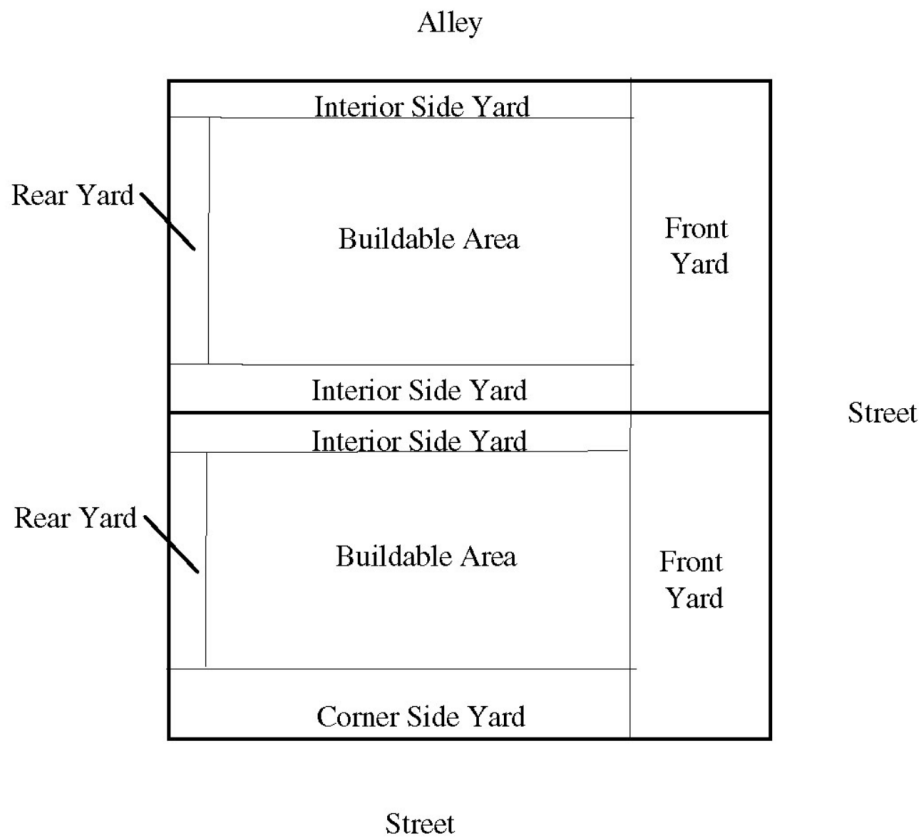
Setback regulations indicate how far from a property line a building or other improvement is allowed to be built. Setbacks are utilized to separate uses and structures, and regulate urban form. All built form overlay districts will contain setback regulations. Larger setback requirements apply in the residential areas versus nonresidential or mixed-use areas which at times do not have a setback requirement.



## Setbacks

Setback, or yard, regulations are utilized to separate uses and structures. All built form overlay districts will contain setback regulations. However, yard requirements will depend on the underlying base zoning district. More requirements apply in the residential zoning districts versus the nonresidential districts. Residential districts include Residence and Office Residence Districts (R and OR). Nonresidential districts include Commercial, Business and Industrial (C, B, and I) zones.

A yard is an open space which is unoccupied from the ground up, unless otherwise allowed. There are four types of yards: front, corner side, interior side, and rear. The diagram below shows the location of each yard type.



Nonresidential Districts: Unless subject to the provisions of the table below, uses (except Single- and Two-family Dwellings and Permitted Community Residential Facilities) located in the nonresidential districts shall not be subject to minimum yard requirements. Where ground level yards are required, such yards shall be landscaped with plants and shall be otherwise unobstructed from the ground level to the sky, except as provided as a permitted obstruction in Chapter 535, Regulations of General Applicability.

**Yard Requirements in Nonresidential (C, I, and B) Districts\***

<b>Yard</b>	<b>Requirement</b>
Front	Where a street frontage includes property zoned as a R or OR district and property zoned as a C or I district, or where a street frontage includes structures used only for permitted or conditional residential purposes, a front yard equal to the lesser of the front yard required by such R or OR district or the established front yard of such residential structure shall be provided in the C or I district for the first twenty-five (25) feet from such R or OR district boundary or residential property. The front yard requirement in C or I districts shall not apply along a goods and services corridor.
Interior Side	<ul style="list-style-type: none"> <li>Where a side lot line abuts a side or rear lot line in a residence or office residence district, then the applicable side yard requirements of the adjacent district shall apply.</li> <li>Where a side lot line abuts a commercial, industrial, or downtown zoning district, no minimum side yard shall apply, except that a structure shall not be constructed within ten (10) feet of a window facing the shared lot line and serving a residential use on the adjacent property. In such instance where the adjacent use includes a residential window within ten (10) feet of the side lot line, the ten (10) foot clearance shall also be open to the sky without obstruction above.</li> </ul>
Rear	<ul style="list-style-type: none"> <li>Where a rear lot line abuts a side or rear lot line in a residence or office residence district, then the applicable side yard requirements of the adjacent district shall apply.</li> <li>Where a rear lot line abuts a commercial, industrial, or downtown zoning district, no minimum rear yard shall apply, except that a structure shall not be constructed within ten (10) feet of a window facing the shared lot line and serving a residential use on the adjacent property. In such instance where the adjacent use includes a residential window within ten (10) feet of the side lot line, the ten (10) foot clearance shall also be open to the sky without obstruction above.</li> </ul>
Reverse Corner Side	Where the extension of a corner side lot line coincides with a front lot line in an adjacent R or OR district, or with a front lot line of a structure used only for permitted or conditional residential purposes, a yard equal to the lesser of the front yard required by such R or OR district or the established front yard of such residential structure shall be provided along such side lot line for the first twenty-five (25) feet from such residence or office residence district boundary or residential property. The front yard requirement in C or I districts shall not apply along a goods and services corridor.

\* Single- and Two-family Dwellings and Permitted Community Residential Facilities are subject to the following yard requirements in the nonresidential districts:

<b>Yard</b>	<b>Feet</b>
Front	15
Corner Side	8
Interior Side	5
Rear	5

## Residential Districts

The following yard requirements apply in the residential districts. Required yards shall be landscaped and shall be otherwise unobstructed from the ground level to the sky, except as provided as a permitted obstruction in Chapter 535, Regulations of General Applicability.

### A. Front Yards

The minimum front yard requirements for uses located in the residence districts shall be as set forth in the following table, except as provided below.

**Minimum Front Yard Requirements for All Uses in R and OR Districts**

<b>District</b>	<b>Minimum Front Yard (feet)</b>
Interior 1, Interior 2, Interior 3, and Parks	20
Corridor 3, Corridor 4, Corridor 6, Transit 10, Transit 15, Transit 20, Transit 30	15

1. Front yard increased. The required front yard shall be increased where the established front yard of the closest principal building originally designed for residential purposes located on the same block face on either side of the property exceeds the front yard required by the zoning district. In such case, the required front yard shall be not less than such established front yard, provided that where there are principal buildings originally designed for residential purposes on both sides of the property, the required front yard shall be not less than that established by a line joining those parts of both buildings nearest to the front lot line, not including any obstructions allowed by Table 535-1 Permitted Obstructions in Required Yards. In determining an increase in the required front yard, one (1) of the nearest principal residential structures maybe removed from consideration where such structure exceeds the established front yard of any other such building on the same block face by twenty-five (25) feet or more and there are no fewer than four (4) principal residential structures on the block face, including the proposed structure. In such instance, the next-nearest principal building originally designed for residential purposes shall be incorporated in determining the increased front yard.
2. Front yard decreased. The required front yard may be decreased where the established front yard of the majority of the principal structures on the same block face are less than the front yard required by the zoning district, provided the following standards are met:
  - (a) There are no fewer than four (4) principal structures on the block face, including the proposed structure.
  - (b) The decreased front yard shall not be less than the established front yard of the principal structures on either side of the property. The front yard is established by a line joining those parts of both buildings nearest to the front lot line, not including any

obstructions allowed by Table 535-1 Permitted Obstructions in Required Yards or attached garages.

3. Front yard decreased in OR districts. Where the mixed-use premium standards are met in the OR districts, a 0 ft front and/or corner side setback is allowed where adjacent to a goods and services corridor.

#### B. Corner Side Yards

The minimum corner side yard requirements for uses located in the residence districts shall be as set forth in the following table.

**Minimum Corner Side Yard Table for R and OR Districts**

Overall building height (feet)	Minimum Corner Side Yard (feet)
Less than 42	8
42-52.99	10
53-63.99	12
64-74.99	14
Greater than 75	15

#### C. Interior Side and Rear Yards

The minimum interior side and rear yard requirements for uses located in the residence districts shall be as set forth in the first table, Table A, except for dwellings with one to three units located in the Interior Built Form Districts. The minimum interior side and rear yard requirements dwellings with one to three units located in the Interior Built Form Districts shall be as set forth in Table B.

**Table A: Minimum Interior Side and Rear Yard Requirements for Uses in R and OR Districts**  
**(Except 1-3 unit dwellings in Interior Districts)**

Overall building height (feet)	Minimum Interior Side and Rear Yard (feet)*
Less than 42	5
42-52.99	7
53-63.99	9
64-74.99	11
75-85.99	13
86-96.99	15
97-107.99	17
108-119.99	19
120 or greater	20

\* When the length of a building along an interior side property line exceeds seventy-five (75) of the depth of the lot, the required interior side yard shall be increased by an additional two (2) feet.

\* In the Interior 1 and Interior 2 districts, the minimum interior side yard requirement for institutional and public uses exceeding twenty-eight (28) feet in height shall be seven (7) feet.

**Table B: Draft Minimum Interior Side and Rear Yard Requirements for Dwellings with 1-3 Units in Interior Districts**

Lot Width (feet)	Minimum Setback (feet)
Less than 50	5
50-59.99	6
60-69.99	7
70 or greater	8

**D. Increased Interior Side Yards**

As is currently required, the minimum width of interior side yards for all multiple-family dwellings, single-and two-family dwellings, or cluster developments with a principal entrance facing the interior lot line, shall be not less than fifteen (15) feet, and the minimum width of said interior side yard plus any driveway shall not be less than twenty-two (22) feet, unless a greater width is required by the regulations governing interior side yards in the district in which the structure is located.

**Other General Yard Controls and Exceptions:**

- Unless otherwise noted above, the yard controls of [Ch 535 Regulations of General Applicability](#) in the zoning code will continue to apply.
- Amendments to the permitted obstructions in Ch 535 of the zoning code may be considered with this amendment, including, but not limited to the following:
  - Functions accessory to public parks shall be permitted in required front and corner side yards.
  - Expanding allowed bike parking in required front and corner side yards.
  - Allow lockers for package deliveries in required front and corner side yards.
  - Expanding allowed raised planting beds in required yards.
- No changes are proposed that would impact single-, two-, and three-family dwellings nonconforming as to side and rear yards only.
- As currently allowed in SZ Split Zoning Overlay Districts, the yard requirements of each built form district shall apply to that portion of development in which the development is located, except yards shall not be required along split zoning district boundary lines.

# Review Draft Built Form Regulations by Topic

## MISSISSIPPI RIVER CORRIDOR CRITICAL AREA (MRCCA)

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The Mississippi River Corridor Critical Area (MRCCA) is a state, regional and local government program that provides coordinated land planning and regulation for the 72-mile stretch of the Mississippi River through the seven-county metropolitan area covering 54,000 acres of land in 30 local jurisdictions. The Department of Natural Resources (DNR) developed, and the State Legislature adopted, Minnesota Rules, Chapter 6106, which became effective on January 4, 2017, and replace Executive Order 79-19, which previously governed land use in the MRCCA. These rules provide the land planning and regulatory framework that protects the MRCCA's resources. Concurrent with adoption of Minneapolis 2040, the city adopted a [MRCCA plan](#) that was reviewed and approved by the DNR. The city is required to adopt a zoning overlay district, maps, and a permitting program for the MRCCA to implement the rules locally.

## ARTICLE XXX.- MR MISSISSIPPI RIVER CRITICAL AREA OVERLAY DISTRICT

### 551.A.-AUTHORITY, INTENT AND PURPOSE

(a) *Statutory Authorization.* These Mississippi River Corridor Critical Area (MRCCA) regulations are adopted pursuant to the authorization and policies contained in [Minnesota Statutes, Chapter 116G](#), [Minnesota Rules, Parts 6106.0010 - 6106.0180](#), and the planning and zoning enabling legislation in Minnesota Statutes, [Chapter 462 and 473](#).

(b) *Policy.* The Legislature of Minnesota has delegated responsibility to local governments of the state to regulate the subdivision, use and development of designated critical areas and thus preserve and enhance the quality of important historic, cultural, aesthetic values, and natural systems and provide for the wise use of these areas.

(c) *Purpose.* The Mississippi River Corridor Critical Area Regulations are intended to:

- (1) Establish districts under which building height and structure placement are regulated to protect and enhance the Mississippi River's resources and features consistent with the natural and built character of each district.
- (2) Identify development standards and considerations for land uses that have potential to negatively impact primary conservation areas and public river corridor views.
- (3) Establish standards that protect primary conservation areas and public river corridor views from development impacts and ensure that new development is sited consistent with the purpose of the MRCCA.
- (4) Establish design standards for private facilities that are consistent with best management practices and that minimize impacts to primary conservation areas, public river corridor views and other resources identified in the MRCCA plan.
- (5) Establish design standards for public facilities that are consistent with best management practices and that minimize impacts to primary conservation areas, public river corridor views and other resources identified in the MRCCA plan while recognizing that they serve the public interest by providing access to the Mississippi River corridor or require locations within the river corridor and therefore require some flexibility.
- (6) Establish standards that sustain and enhance the biological and ecological functions of vegetation; preserve the natural character and topography of the MRCCA; and maintain stability of bluffs and critical area steep slopes and ensure stability of other erosion-prone areas.
- (7) Establish standards that protect water quality from pollutant loadings of sediment, nutrients, bacteria, and other contaminants; and maintain stability of bluffs, shorelines, and other areas prone to erosion.
- (8) To create standards for subdivisions and development or redevelopment of large sites that protect and enhance the natural and scenic value of the MRCCA, protect and restore biological and ecological functions of primary conservation areas, and encourage restoration of natural vegetation where restoration opportunities have been identified in the MRCCA Plan.

## 551.B.- GENERAL PROVISIONS AND DEFINITIONS

(a) *Jurisdiction.* The provisions of this article apply to land within the river corridor boundary as described in the State Register, volume 43, pages 508 to 519 and shown on the zoning map in section 521.30.

- (b) *Enforcement.* The zoning administrator is responsible for the administration and enforcement of this ordinance. Any violation of its provisions or failure to comply with any of its requirements including violations of conditions and safeguards established in connection with grants of variances or conditional uses constitutes a misdemeanor and is punishable as defined by law. Violations of this ordinance can occur regardless of whether or not a permit is required for a regulated activity listed in Section 551.C (a).
- (c) *Severability.* If any section, clause, provision, or portion of this ordinance is adjudged unconstitutional or invalid by a court of competent jurisdiction, the remainder of this ordinance shall not be affected thereby.
- (d) *Abrogation and Greater Restrictions.* It is not intended by this ordinance to repeal, abrogate, or impair any existing easements, covenants, or deed restrictions. However, where this ordinance imposes greater restrictions, the provisions of this article shall prevail.
- (e) *Underlying Zoning.* Uses and standards of underlying zoning districts apply except where standards of this overlay district are more restrictive.
- (f) *Definitions.* Unless specifically defined below, words or phrases used in this ordinance shall be interpreted to give them the same meaning they have in common usage and to give this ordinance its most reasonable application. For the purpose of this ordinance, the words “must” and “shall” are mandatory and not permissive. All distances, unless otherwise specified, are measured horizontally.

*Access path.* An area designated to provide ingress and egress to public waters.

*Adjacent.* Having a boundary that physically touches or adjoins.

*Agricultural use.* A use having the meaning given under Minnesota Statutes, section [40A.02](#).

*Alternative design.* Subdivision design methods such as conservation design, transfer of development density, or similar zoning and site design techniques that protect open space and natural areas.

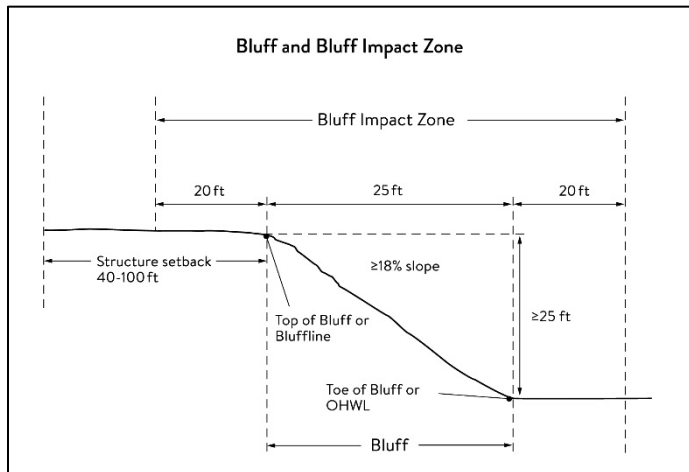
*Barge fleeting.* Temporarily parking and securing barges on the river, on or off channel, while tows are assembled or broken up.

*Biological and ecological functions.* The functions of vegetation in stabilizing soils and slopes, retaining and filtering runoff, providing habitat, and recharging groundwater.

*Bluff.* A natural topographic feature having:

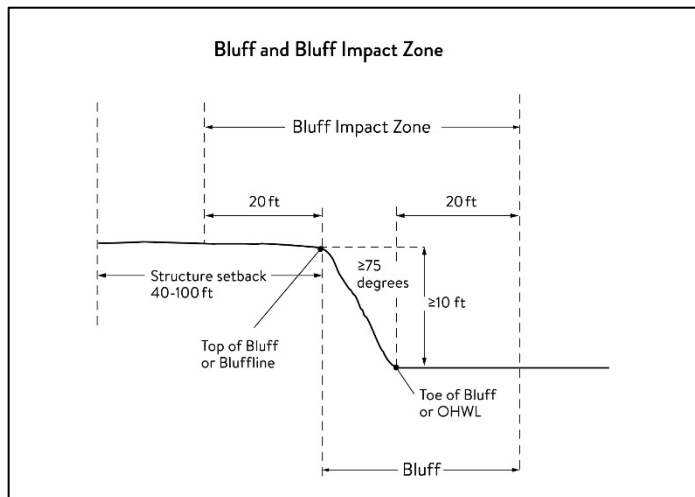
- A. A slope that rises at least 25 feet and the grade of the slope averages 18 percent or greater, measured over a horizontal distance of 25 feet, from the toe of the slope to the top of the slope. Where the slope begins below the ordinary high water level, the ordinary high water level is the toe of the slope. See Figure 551-X1; or

Figure 551-X1. Bluff and Bluff Impact Zone



- B. A natural escarpment or cliff with a slope that rises at least ten feet above the ordinary high water level or toe of the slope, whichever is applicable, to the top of the slope, with a slope of 75 degrees or greater. See 551-X2.

Figure 551-X2. Natural Escarpment Bluff and Bluff Impact Zone



**Bluff impact zone.** A bluff and land located within 20 feet of the bluff. See Figures 551-X1 and X2.

**Bluffline.** A line delineating the top of the bluff. More than one bluffline may be encountered proceeding landward from the river. See Figures 551-X1 and X2.

**Bluff, Toe of.** A line along the bottom of a bluff, requiring field verification, such that the slope above the line exceeds 18 percent and the slope below the line is 18 percent or less, measured over a horizontal distance of 25 feet. See Figures 551-X1 and X2.

*Bluff, Top of.* A line along the top of a bluff, requiring field verification, such that the slope below the line exceeds 18 percent and the slope above the line is 18 percent or less, measured over a horizontal distance of 25 feet. See Figures 551-X1 and X2.

*Buildable area.* The area of a lot or parcel upon which structures may be placed which excludes areas needed to meet requirements for setback, rights-of-way, bluff impact zones, historic properties, wetlands, designated floodways, land below the ordinary high-water level of public waters, and other unbuildable areas.

*Building.* A structure with two or more outside rigid walls and a fully secured roof that is affixed to a permanent site.

*Certificate of compliance.* A document written after a compliance inspection, certifying that the development is in compliance with applicable requirements at the time of the inspection.

*Commissioner.* The commissioner of the Minnesota Department of Natural Resources.

*Conditional use.* A use having the meaning given under Minnesota Statutes, chapters [394](#) and [462](#).

*Conservation design.* A pattern of subdivision that is characterized by grouping lots within a portion of a parcel, where the remaining portion of the parcel is permanently protected as open space.

*Conventional subdivision.* A pattern of subdivision that is characterized by lots that are spread regularly throughout a parcel in a lot and block design.

*Deck.* A horizontal, unenclosed, aboveground level structure open to the sky, with or without attached railings, seats, trellises, or other features, attached or functionally related to a principal use or site.

*Developer.* Having the meaning given under Minnesota Statutes, section [116G.03](#).

*Development.* Having the meaning given under Minnesota Statutes, section [116G.03](#).

*Discretionary action.* An action under this chapter related to land use that requires a public hearing by local ordinance or statute, such as preliminary plats, final subdivision plats, planned unit developments, conditional use permits, interim use permits, variances, appeals, and rezonings.

*Dock.* Having the meaning given under Minnesota Rules, chapter [6115](#).

*Electric power facilities.* Equipment and associated facilities for generating electric power or devices for converting wind energy to electrical energy as identified and defined under Minnesota Statutes, section [216E](#).

*Essential services.* Underground or overhead gas, electrical, communications, steam, or water distribution, collection, supply, or disposal systems, including storm water. Essential services include poles, wires, mains, drains, pipes, conduits, cables, fire alarm boxes, traffic signals, hydrants, navigational structures, aviation safety facilities or other similar equipment and accessories in conjunction with the systems. Essential services does not include buildings,

treatment works as defined in Minnesota Statutes, chapter [115.01](#), electric power facilities or transmission services.

*Floodplain.* Having the meaning given the meaning given under Minnesota Rules chapter [6120](#).

*Fully reconstruct.* The reconstruction of an existing impervious surface that involves site grading and subsurface excavation so that soil is exposed. Mill and overlay and other resurfacing activities are not considered fully reconstructed.

*Hard-surface trail.* A trail surfaced in asphalt, crushed aggregate, or other hard surface, for multi-purpose use, as determined by local, regional, or state agency plans.

*Historic property.* An archaeological site, standing structure, site, district, or other property that is:

- (1) Listed in the National Register of Historic Places or the State Register of Historic Places or locally designated as a historic site under Minnesota Statutes, section 471;
- (2) determined to meet the criteria for eligibility to the National Register of Historic Places or the State Register of Historic Places as determined by the director of the Minnesota Historical Society; or
- (3) An unplatted cemetery that falls under the provisions of Minnesota Statutes, section 307, in consultation with the Office of the State Archaeologist.

*Impervious surface.* A constructed hard surface that either prevents or retards the entry of water into the soil and causes water to run off the surface in greater quantities and at an increased rate of flow than prior to development. Examples include rooftops, decks, sidewalks, patios, parking lots, storage areas, and driveways, including those with concrete, asphalt, or gravel surfaces.

*Intensive vegetation clearing.* The removal of all or a majority of the trees or shrubs in a contiguous patch, strip, row, or block.

*Interim use.* A use having the meaning given under Minnesota Statutes, section [394](#) and [462](#).

*Land alteration.* An activity that exposes the soil or changes the topography, drainage, or cross section of the land, excluding gardening or similar minor soil disturbances.

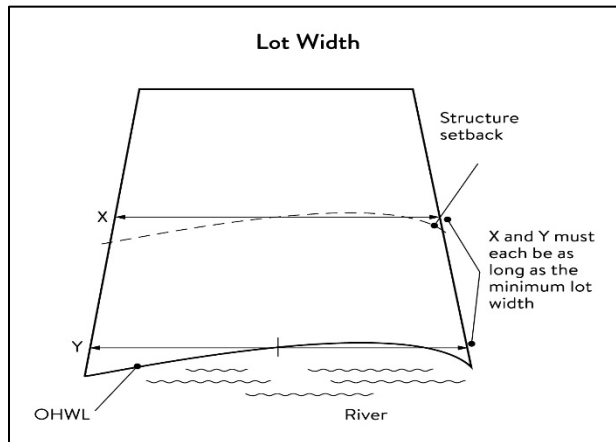
*Local government.* Counties, cities, and townships.

*Local park agencies.* The Minneapolis Park and Recreation Board and the Three Rivers Park District.

*Lot.* Having the meaning given under Minnesota Rules chapter [6120](#).

*Lot width.* The shortest distance between lot lines measured at both the ordinary high water level and at the required structure setback from the ordinary high water level. See Figure 551-X3.

Figure 551-X3. Lot Width



*Marina.* Having the meaning given under Minnesota Rules chapter [6115](#).

*Mississippi Flyway.* The Mississippi Flyway is a major North American bird migration corridor for more than 325 bird species that make the round trip each year from their breeding grounds in Canada and the northern United States to their wintering grounds along the Gulf of Mexico and in Central and South America. The Mississippi Flyway encompasses all MRCCA districts.

*Mississippi River Corridor Critical Area (MRCCA).* The area within the River Corridor Boundary

*Mississippi River Corridor Critical Area (MRCCA) Plan.* A chapter or other element in the City of Minneapolis comprehensive plan.

*Mooring facility.* Having the meaning given under Minnesota Rules chapter [6115.0170](#).

*Native plant community.* A plant community that has been identified as part of the Minnesota Biological Survey or biological survey issued or adopted by a local, state, or federal agency.

*Natural-surface trail.* A trail composed of native soil and rock or compacted granular stone, primarily intended for hiking, equestrian, or mountain bike use, as determined by local, regional, or state agency plans.

*Natural vegetation.* Any combination of ground cover, understory, and tree canopy that, while it may have been altered by human activity, continues to stabilize soils, retain and filter runoff, provide habitat, and recharge groundwater.

*Nonconformity.* Having the meaning given under Minnesota Statutes, section [394.22](#).

*Nonmetallic mining.* Construction, reconstruction, repair, relocation, expansion, or removal of any facility for the extraction, stockpiling, storage, disposal, or reclamation of nonmetallic minerals such as stone, sand, and gravel. Nonmetallic mining does not include ancillary facilities such as access roads, bridges, culverts, and water level control structures. For purposes of this subpart, "facility" includes all mine pits, quarries, stockpiles, basins, processing structures and equipment, and any structures that drain or divert public waters to allow mining.

*Off-premise advertising signs.* Those signs that direct attention to a product, service, business, or entertainment venue that is not exclusively related to the premises where the sign is located.

*Ordinary high water level (OHWL).* Having the meaning given under Minnesota Statutes, section [103G.005](#).

*Parcel.* Having the meaning given under Minnesota Statutes, section [116G.03](#).

*Patio.* A constructed hard surface located at ground level with no railings and open to the sky.

*Picnic shelter.* A roofed structure open on all sides, accessory to a recreational use.

*Planned unit development.* A method of land development that merges zoning and subdivision controls, allowing developers to plan and develop a large area as a single entity, characterized by a unified site design, a mix of structure types and land uses, and phasing of development over a number of years. Planned unit development includes any conversion of existing structures and land uses that utilize this method of development.

*Plat.* Having the meaning given under Minnesota Statutes, sections [505](#) and [515B](#).

*Port.* A water transportation complex established and operated under the jurisdiction of a port authority according to Minnesota Statutes, section 458.

*Primary conservation areas.* Key resources and features, including shore impact zones, bluff impact zones, floodplains, wetlands, gorges, areas of confluence with tributaries, natural drainage routes, unstable soils and bedrock, native plant communities, cultural and historic properties, and significant existing vegetative stands, tree canopies, and other resources identified in local government plans.

*Private facilities.* Private roads, driveways, and parking areas, private water access and viewing facilities, decks and patios in setback areas, and private signs.

*Professional engineer.* An engineer licensed to practice in Minnesota.

*Public facilities.* Public utilities, public transportation facilities, and public recreational facilities.

*Public recreation facilities.* Recreational facilities provided by the state or a local government and dedicated to public use, including parks, scenic overlooks, observation platforms, trails, docks, fishing piers, picnic shelters, water access ramps, and other similar water-oriented public facilities used for recreation.

*Public river corridor views.* Views toward the river from public parkland, historic properties, and public overlooks, as well as views toward bluffs from the ordinary high water level of the opposite shore, as seen during the summer months and documented in the MRCCA plan/chapter of the comprehensive plan.

*Public transportation facilities.* All transportation facilities provided by federal, state, or local government and dedicated to public use, such as roadways, transit facilities, railroads, and bikeways.

*Public utilities.* Electric power facilities, essential services, and transmission services.

*Public waters.* Having the meaning given under [Minnesota Statutes, section 103G.005](#).

*Readily visible.* Land and development that are easily seen from the ordinary high water level of the opposite shore during summer months.

*Resource agency.* A federal, state, regional, or local agency that engages in environmental, natural, or cultural resource protection or restoration activities, including planning, implementation, and monitoring.

*Retaining wall.* A vertical or nearly vertical structures constructed of mortar and rubble masonry, rock, or stone regardless of size, vertical timber pilings, horizontal timber planks with piling supports, sheet pilings, poured concrete, concrete blocks, or other durable materials.

*Rock Riprap.* Natural coarse rock placed or constructed to armor shorelines, streambeds, bridge abutments, pilings and other shoreline structures against scour, or water or ice erosion.

*River corridor boundary.* The boundary approved and adopted by the Metropolitan Council under Minnesota Statutes, section [116G.06](#), as approved and adopted by the legislature in Minnesota Statutes, section [116G.15](#), and as legally described in the Sate Register, volume 43, pages 508 to 518.

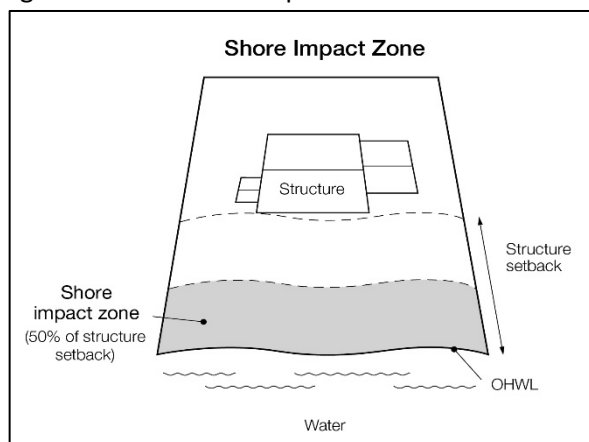
*River-dependent use.* The use of land for commercial, industrial, or utility purposes, where access to and use of a public water feature is an integral part of the normal conduct of business and where the use is dependent on shoreline facilities.

*Selective vegetation removal.* The removal of isolated individual trees or shrubs that are not in a contiguous patch, strip, row, or block and that does not substantially reduce the tree canopy or understory cover.

*Setback.* A separation distance measured horizontally.

*Shore impact zone.* Land located between the ordinary high water level of public waters and a line parallel to it at a setback of 50 percent of the required structure setback or, for agricultural use, 50 feet landward of the ordinary high water level. See Figure 551-X4.

Figure 551-X4. Shore Impact Zone



*Shoreline facilities.* Facilities that require a location adjoining public waters for ingress and egress, loading and unloading, and public water intake and outflow, such as barge facilities, port facilities, commodity loading and unloading equipment, watercraft lifts, marinas, short-term watercraft mooring facilities for patrons, and water access ramps. Structures that would be enhanced by a shoreline location, but do not require a location adjoining public waters as part of their function, are not shoreline facilities, such as restaurants, bait shops, and boat dealerships.

*Special purpose units of government.* The University of Minnesota, the St. Paul Port Authority, watershed management organizations established under Minnesota Statutes, chapter 103B, watershed districts established under Minnesota Statutes, chapter 103D, and any other unit of government other than local government or a state or regional agency.

*State or regional agency.* The Metropolitan Airports Commission, Minnesota Historical Society, University of Minnesota, Department of Natural Resources, Department of Transportation, Metropolitan Council and other state agencies.

*Steep slope, critical area.* A natural topographic feature with an average slope of 12 to 18 percent, measured over a horizontal distance equal to or greater than 50 feet, and any slopes greater than 18 percent that are not bluffs.

*Storm water management facilities.* Facilities for the collection, conveyance, treatment, or disposal of storm water.

*Structure.* A building, sign, or appurtenance thereto, except for aerial or underground utility lines, such as sewer, electric, telephone, or gas lines, and utility line towers, poles, and other supporting appurtenances.

*Subdivision.* Having the meaning given under Minnesota Statutes, section [462.352](#).

*Subsurface sewage treatment system.* Having the meaning given under Minnesota Rules, part [7080.1100](#).

*Transmission services.*

- (1) Electric power lines, cables, pipelines, or conduits that are:
  - (a) Used to transport power between two points, as identified and defined under Minnesota Statutes, section [216E.01, subdivision 4](#); or
  - (b) For mains or pipelines for gas, liquids, or solids in suspension, used to transport gas, liquids, or solids in suspension between two points; and
- (2) Telecommunication lines, cables, pipelines, or conduits.

*Treeline.* The more or less continuous line formed by the tops of trees in a wooded area when viewed from a particular point. The treeline is determined during all seasons as if under full foliage.

*Variance.* Having the meaning given under [Minnesota Statutes, section 394.22](#).

*Water access ramp.* A boat ramp, carry-down site, boarding dock, and approach road, or other access that allows launching and removal of a boat, canoe, or other watercraft with or without a vehicle and trailer.

*Water-oriented accessory structure.* A small building or other improvement, except stairways, fences, docks, and retaining walls, that, because of the relationship of its use to public waters, needs to be located closer to public waters than the normal structure setback. Examples include gazebos, screen houses, fish houses, pump houses, and detached decks and patios.

*Water quality impact zone.* Land within the shore impact zone or within 50 feet of the OWHL of the river, whichever is greater, AND land within 50 feet of a public water, wetland, or natural drainage route.

*Wetland.* Having the meaning given under Minnesota Statutes, section [103G.005](#).

*Wharf.* Having the meaning given under Minnesota Rules, part [6115.0170](#).

### **551.C.- ADMINISTRATION**

- (a) *Permits.* A permit is required for the construction of buildings or building additions (including construction of decks and signs), the installation and/or alteration of sewage treatment systems, vegetation removal consistent with Section 551-I and land alterations consistent with Section 551-J.
- (b) *Variances.* Variances to the requirements of this article may only be granted in accordance with [Minnesota Statutes, Section 462.357](#) and must consider the potential impacts of variances on primary conservation areas, public river corridor views, and other resources identified in the MRCCA plan. In reviewing the variance application, the Planning Commission or Zoning Board of Adjustment shall:
  - (1) Evaluate the impacts to these resources and, if negative impacts are found, require conditions to mitigate the impacts that are related to and proportional to the impacts, consistent with Section 551-C (d) and
  - (2) Make written findings that the variance is consistent with the purpose of this ordinance, as follows.
    - a. The extent, location and intensity of the variance will be in substantial compliance with the MRCCA Plan;
    - b. The variance is consistent with the character and management purpose of the MRCCA district in which it is located;
    - c. The variance will not be detrimental to PCAs and PRCVs nor will it contribute to negative incremental impacts to PCAs and PRCVs when considered in the context of past, present and reasonable future actions; and
    - d. The variance will not negatively impact other MRCCA plan-identified resources.
    - e. The variance will not negatively impact birds and other wildlife using the Mississippi Flyway through habitat loss in identified PCAs and significant vegetation

stands, collision threats, or light pollution in excess of the required lighting standards of this zoning ordinance.

(c) *Conditional and interim use permits.* All conditional and interim uses required under this ordinance must comply with Minnesota Statutes, section [462.3595](#) and must consider the potential impacts on primary conservation areas, public river corridor views, and other resources identified in the MRCCA plan. In reviewing the application, the Planning Commission shall:

- (1) Evaluate the impacts to these resources and if negative impacts are found, require conditions to mitigate the impacts that are related to and proportional to the impacts, consistent with Section 551-D; and
- (2) Make written findings that the conditional use is consistent with the purpose of this ordinance as follows.
  - a. The extent, location and intensity of the conditional use will be in substantial compliance with the MRCCA Plan;
  - b. The conditional use is consistent with the character and management purpose of the MRCCA district in which it is located;
  - c. The conditional use will not be detrimental to PCAs and PRCVs nor will it contribute to negative incremental impacts to PCAs and PRCVs when considered in the context of past, present and reasonable future actions; and
  - d. The conditional use will not negatively impact other MRCCA plan-identified resources.
  - e. The variance will not negatively impact birds and other wildlife using the Mississippi Flyway through habitat loss in identified PCAs and significant vegetation stands, collision threats, or light pollution in excess of the required lighting standards of this zoning ordinance.

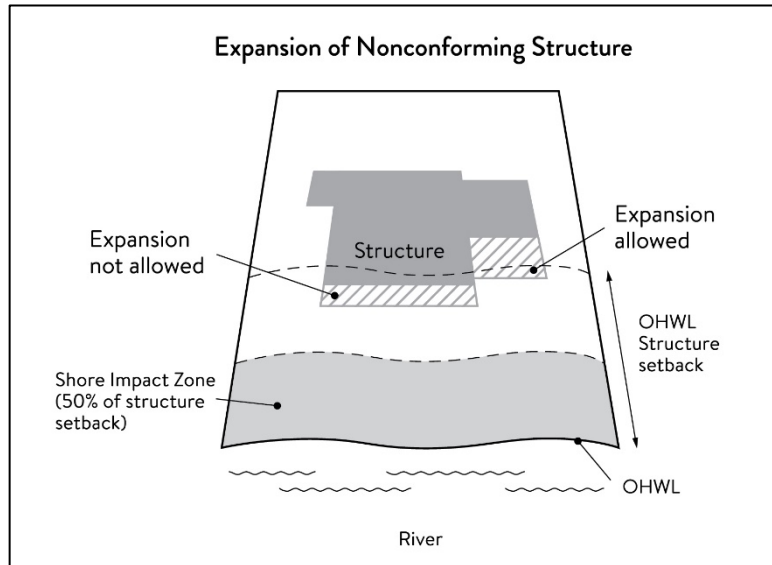
(d) *Conditions of Approval.* The Planning Commission or Zoning Board of Adjustment shall evaluate the impacts to PCAs, PRCVs, and other resources identified in the MRCCA Plan, and if negative impacts are found, require conditions to mitigate the impacts that are related to and proportional to the impacts. Mitigation may include, but is not limited to:

- (1) Restoration of vegetation identified as “vegetation restoration priorities” identified in the MRCCA plan.
- (2) Preservation of existing vegetation;
- (3) Stormwater runoff management;
- (4) Reducing impervious surface;
- (5) Increasing structure setbacks;
- (6) Wetland and drainage route restoration and/or preservation

- (7) Increasing, enhancing, and/or connecting habitat for pollinators, birds, and other wildlife
  - (8) Increasing the minimum open space dedications in Section 551-K (c);
  - (9) Techniques to minimize building bulk listed in Section 551-F(c) and;
  - (10) Limiting the height of structures
  - (11) Modifying structure design to limit visual impacts on PRCVs; and
  - (12) Other conservation measures.
- (e) *Application materials.* Applications for permits and discretionary actions required under this article must submit the following information unless the zoning administrator determines that the information is not needed.
- (1) A detailed project description;
  - (2) Scaled maps and plans, dimensional renderings, and other materials that identify and describe:
    - a. Primary conservation areas;
    - b. Public river corridor views;
    - c. Buildable area;
    - d. Existing and proposed topography and drainage patterns;
    - e. Proposed storm water and erosion and sediment control practices;
    - f. Existing and proposed vegetation to be removed and established;
    - g. Ordinary high water level, blufflines, and all required setbacks;
    - h. Existing and proposed structures;
    - i. Existing and proposed impervious surfaces;
    - j. Existing and proposed subsurface sewage treatment systems.
- (f) *Nonconformities.* All legally established nonconformities as of the date of this ordinance may continue, consistent with Minnesota Statutes Section [462.357 Subd. 1e](#) and Chapter 531.
- (1) New structures erected in conformance with the setback averaging provisions of Section 551-F(d)(4) are conforming structures.
  - (2) Site alterations and expansion of site alterations that were legally made prior to the effective date of this ordinance are conforming. Site alterations include vegetation, erosion control, storm water control measures, and other nonstructural site improvements.
  - (3) Legal nonconforming principal structures that do not meet the setback requirements of Section 551-F may be expanded laterally provided that:

- a. The expansion does not extend into the shore or bluff impact zone or further into the required setback than the building line of the existing principal structure (See Figure 551-X5); and
- b. The expanded structure's scale and bulk is consistent with that of the original structure and existing surrounding development.

Figure 551-X5. Expansion of Nonconforming Structure



(g) *Notifications.* Amendments to this article and to the MRCCA plan shall be submitted to the Commissioner as provided in Minnesota Rules, part 6106.0070, Subp. 3, Items B – I.

- (1) Notice of public hearings for discretionary actions, including conditional and interim use permits, variances, appeals, rezonings, preliminary plats, final subdivision plats, and PUDs, shall be sent to the following entities at least ten (10) days prior to the hearing:
  - a. The Commissioner in a format prescribed by the DNR;
  - b. National Park Service; and
  - c. Where proposed building heights exceed the height limit specified in Section 551-F(a) as part of a conditional use or variance process, adjoining local governments within the MRCCA, including those with overlapping jurisdiction and those across the river.
- (2) Notice of final decisions for actions, including findings of fact, must be sent to the Commissioner, the National Park Service, and adjoining local governments within the MRCCA within ten (10) days of the final decision.
- (3) Requests to amend district boundaries must follow the provisions in Minnesota Rules, part 6106.0100, Subp. 9, Item C.

(h) *Accommodating disabilities.* Reasonable accommodations for ramps or other facilities to provide persons with disabilities access to the persons' property, as required by the federal

Americans with Disabilities Act and the federal Fair Housing Act and as provided by [Minnesota Rules, chapter 1341](#), must:

- (1) Comply with Sections 551-F to 551-L; or
- (2) If Sections 551-F to 551-L cannot be complied with, ramps or other facilities are allowed with an administrative permit provided:
  - a. The permit terminates on either a specific date or upon occurrence of a particular event related to the person requiring accommodation; and
  - b. Upon expiration of the permit, the ramp or other facilities must be removed.

#### **551.D.- MRCCA DISTRICTS**

(a) *District description and management purpose.* The MRCCA within the City of Minneapolis is divided into the following sub-districts:

- (1) Rural and Open Space (ROS).
  - a. Description. The ROS District is characterized by rural and low-density development patterns and land uses. It includes land that is riparian or visible from the river as well as large, undeveloped tracts of high ecological and scenic value, floodplain, and undeveloped islands. Many primary conservation areas exist in the ROS District.
  - b. Management purpose. The ROS District shall be managed to sustain and restore the rural and natural character of the corridor and to protect and enhance habitat, parks and open space, public river corridor views, and scenic, natural, and historic areas.
- (2) River Neighborhood (RN).
  - a. Description. The RN District is characterized by primarily residential neighborhoods that are riparian or readily visible from the river or that abut riparian parkland. The district includes parks and open space, limited commercial development, marinas, and related land uses.
  - b. Management purpose. The RN District shall be managed to maintain the character of the river corridor within the context of existing residential and related neighborhood development, and to protect and enhance habitat, parks and open space, public river corridor views, and scenic, natural, and historic areas. Minimizing erosion and the flow of untreated storm water into the river and enhancing habitat and shoreline vegetation are priorities in the district.
- (3) River Towns and Crossings (RTC).
  - a. Description. The RTC District is characterized by historic downtown areas and limited nodes of intense development at specific river crossings, as well as institutional campuses that predate designation of the MRCCA, and that include taller buildings.
  - b. Management purpose. The RTC district shall be managed in a manner that allows continued growth and redevelopment in historic downtowns and more intensive redevelopment in limited areas at river crossings to accommodate compact walkable development patterns and connections to the river. Minimizing erosion and the flow

of untreated storm water into the river, providing public access to and public views of the river, and restoring natural vegetation in riparian areas and tree canopy are priorities in the district.

(4) Separated from River (SR).

- a. Description. The SR District is characterized by its physical and visual distance from the Mississippi River. The district includes land separated from the river by distance, topography, development, or a transportation corridor. The land in this district is not readily visible from the Mississippi River.
- b. Management purpose. The SR District provides flexibility in managing development without negatively affecting the key resources and features of the river corridor. Minimizing negative impacts to primary conservation areas and minimizing erosion and flow of untreated storm water into the Mississippi River are priorities in the district. The RTC District shall be managed in a manner that allows continued growth and redevelopment in historic downtowns and more intensive redevelopment in limited areas at river crossings to accommodate compact walkable development patterns and connections to the river. Minimizing erosion and the flow of untreated storm water into the river, providing public access to and public views of the river, and restoring natural vegetation in riparian areas and tree canopy are priorities in the district.

(5) Urban Mixed (UM).

- a. Description. The UM District includes large areas of highly urbanized mixed use that are a part of the urban fabric of the river corridor, including institutional, commercial, industrial, and residential areas and parks and open space.
- b. Management purpose. The UM District shall be managed in a manner that allows for future growth and potential transition of intensely developed areas that does not negatively affect public river corridor views and that protects bluffs and floodplains. Restoring and enhancing bluff and shoreline habitat, minimizing erosion and flow of untreated storm water into the river, and providing public access to and public views of the river are priorities in the district.

(6) Urban Core (UC).

- a. Description. The UC District includes downtown.
- b. Management purpose. The UC District shall be managed with the greatest flexibility to protect commercial, industrial, and other high-intensity urban uses, while minimizing negative impacts to primary conservation areas and minimizing erosion and flow of untreated storm water into the river. Providing public access to and public views of the river are priorities in the district.

(b) *MRCCA district map*. The locations and boundaries of the MRCCA districts established by this ordinance are shown on *the Mississippi River Critical Area Overlay District map* which is incorporated herein by reference. The district boundary lines are intended to follow the center lines of rivers and streams, highways, streets, lot lines, and municipal boundaries, unless a boundary line is otherwise

indicated on the map. Where district boundaries cross unsubdivided property, the district boundary line is determined by use of dimensions or the scale appearing on the map.

#### **551.E.- SPECIAL LAND USE PROVISIONS**

(a) *Underlying zoning.* Uses within the MRCCA are generally determined by underlying zoning, with additional provisions for the following land uses:

- (1) **Agricultural use.** Perennial ground cover is required within 50 feet of the ordinary high water level and within the bluff impact zone.
- (2) **River-dependent uses.** River-dependent uses must comply with the following design standards:
  - a. Structures and parking areas, except shoreline facilities and private roads and conveyances serving river-dependent uses as provided in Section 551-L, must meet the dimensional and performance standards in article, must be designed so that they are not readily visible, and must be screened by establishing and maintaining natural vegetation;
  - b. Shoreline facilities must comply with [Minnesota Rules, chapter 6115](#) and must:
    - 1.be designed in a compact fashion so as to minimize the shoreline area affected;  
and
    - 2.minimize the surface area of land occupied in relation to the number of watercraft or barges to be served; and
  - c. Dredging and placement of dredged material are subject to existing federal and state permit requirements and agreements.
- (3) **Wireless communication towers.** Wireless communication towers require a conditional use permit and are subject to the following design standards:
  - a. The applicant must demonstrate that functional coverage cannot be provided through co-location, a tower at a lower height, or a tower at a location outside of the MRCCA;
  - b. The tower shall not be located in a bluff or shore impact zone;
  - c. Placement of the tower shall minimize impacts on public river corridor views.
  - d. The tower design shall comply with the general design standards in Section 551-H (a) and the requirements of Chapter 535 Article VIII.

#### **551.F.- STRUCTURE HEIGHT AND PLACEMENT AND LOT SIZE**

(a) *Structure height.* Structures and facilities must comply with the following standards unless identified as exempt in Section 551-L.

- (1) ROS District: 35 feet
- (2) RN District: 35 feet.
- (3) RTC District: 48 feet provided tiering of structures away from the Mississippi River and from blufflines is given priority, with lower structure heights closer to the river and

blufflines, and that structure design and placement minimizes interference with public river corridor views.

- (4) SR District: Height is determined by underlying zoning, provided the allowed height is consistent with that of the mature treeline, where present, and existing surrounding development, as viewed from the OWHL of the opposite shore.
- (5) UM1 District: 35 feet, provided tiering of structures away from the Mississippi River and from blufflines is given priority, with lower structure heights closer to the river and blufflines, and that structure design and placement minimize interference with public river corridor views.
- (6) UM2 District: 42 feet, provided tiering of structures away from the Mississippi River and from blufflines is given priority, with lower structure heights closer to the river and blufflines, and that structure design and placement minimize interference with public river corridor views.
- (7) UM3 District: 65 feet, provided tiering of structures away from the Mississippi River and from blufflines is given priority, with lower structure heights closer to the river and blufflines, and that structure design and placement minimize interference with public river corridor views.
- (8) UC District: Height is determined by underlying zoning, provided tiering of structures away from the Mississippi River and blufflines is given priority, with lower structure heights closer to the river and blufflines, and structure design and placement minimize interference with public river corridor views.

(b) Height is measured as defined by the Minneapolis Zoning Ordinance for compliance with Built Form Overlay District requirements and also on the side of the structure facing the Mississippi River for compliance with the MRCCA Districts. The more restrictive requirement shall apply.

- (1) Increasing Maximum Height: Height increases may be requested, subject to the following provisions:
  - a. The height limitation of accessory structures, single- and two-family dwellings, and three-family dwellings located may be increased only by variance, as provided in Chapter 525, Administration and Enforcement, and subject to the provisions of this chapter.
  - b. For structures other than accessory, single- and two-family dwellings, and three-family dwellings, where an increase in maximum height exceeds the height limitations of the Built Form Overlay District, but not the MRCCA Overlay District, maximum height may be increased as allowed in the Built Form Overlay Districts up to the height limitations of the MRCCA Districts.
  - c. For structures other than accessory, single- and two-family dwellings, where an increase in maximum height exceeds the height limitations of both the Built Form Overlay District and MRCCA Overlay District, maximum height increase is subject to both the standards for increasing maximum height in the Built Form Overlay District and a variance of the MRCCA requirements in the CA-ROS and CA-RN districts or a conditional use permit in the CA-RTC and CA-UM districts.

- d. For structures other than accessory, single- and two-family dwellings, where an increase in maximum height exceeds the height limitations of the MRCCA District, but not the Built Form Overlay District, the maximum height increase is subject to a variance of the MRCCA requirements in the CA-ROS and CA-RN districts or a conditional use permit in the CA-RTC and CA-UM districts.

(c) In addition to the conditional use permit requirements of Section 551-C (c), criteria for considering whether to grant a conditional use permit for structures exceeding the height limits shall include:

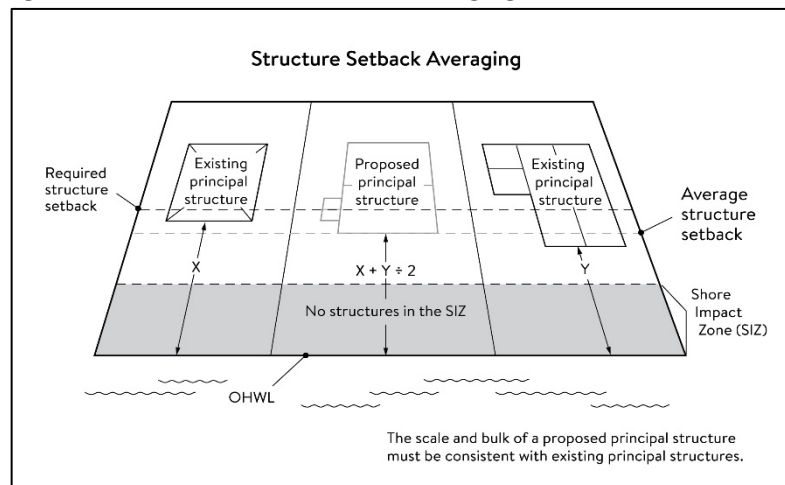
- (1) Assessment of the visual impact of the proposed structure on public river corridor views, including views from other communities;
- (2) Determination that the proposed structure meets the required bluff and OHWL setbacks; where a variance of the bluff or OHWL setback is requested provision of a mitigation plan that mitigates any negative impacts.
- (3) Identification and application of techniques to minimize the perceived bulk of the proposed structure, such as:
  - a. Placing the long axis of the building perpendicular to the river;
  - b. Stepping back of portions of the facade;
  - c. Lowering the roof pitch or use of a flat roof;
  - d. Using building materials or mitigation techniques that will blend in with the natural surroundings such as green roofs, green walls, or other green building materials;
  - e. Narrowing the profile of upper floors of the building; or
  - f. Increasing the setbacks of the building from the Mississippi River or blufflines;
  - g. Identification of techniques for preservation of those view corridors identified in the MRCCA Plan; and
  - h. Opportunities for creation or enhancement of public river corridor views
  - i. Compliance with Minnesota B3 Guidelines, version 3.2, Site and Water Guidelines: S.5 Animal Habitat Support.

(d) *Structure and impervious surface placement.*

- (1) Structures and impervious surface must not be placed in the shore or bluff impact zones, unless exempted in Section 551-L.
- (2) Structures and facilities must comply with the following OHWL setback provisions unless exempted in Section 551-L.
  - a. ROS District: 200 feet.
  - b. RN District: 100 feet.
  - c. RTC District: 75 feet.

- d. UM District: 50 feet
  - e. UC District: As per underlying zoning.
- (3) Structures and facilities must comply with the following bluffline setback provisions unless exempted in Section 551-L:
- a. ROS District: 100 feet.
  - b. RN District: 40 feet.
  - c. RTC District: 40 feet.
  - d. SR District: 40 feet.
  - e. UM District: 40 feet.
  - f. UC District: 40 feet.
- (4) Where principal structures exist on the adjoining lots on both sides of a proposed building site, the minimum setback may be altered to conform to the average of the adjoining setbacks, provided that the new structure's scale and bulk riverward or bluffward of the setbacks required under Sections 551-F (d) (2) and (3) are consistent with adjoining development. See Figure 551-X6.

Figure 551-X6. Structure Setback Averaging



*(e) Lot size and buildable area.*

- (1) The width of lots abutting the Mississippi River in the ROS District must be at least 200 feet, unless alternative design methods are used that provide greater protection of the riparian area.
- (2) All new lots must have adequate buildable area to comply with the setback requirements of Sections 551-F (d) (2) and (3) without requiring variances to use the lots for their intended purpose.

**551.G.- PERFORMANCE STANDARDS FOR PRIVATE FACILITIES**

(a) *General design standards.* All private facilities must be developed in accordance with the vegetation management and land alteration requirements in Sections 551-I and 551-J.

(b) *Private roads, driveways, and parking areas.* Except as provided in Section 551-L, private roads, driveways and parking areas must:

- (1) Be designed to take advantage of natural vegetation and topography so that they are not readily visible;
- (2) Comply with structure setback requirements according to Section 551-F(d); and
- (3) Not be placed within the bluff impact zone or shore impact zone, unless exempt under Section 551-L and designed consistent with Section 551-H (a).

(c) *Private water access and viewing facilities.*

(1) Private access paths must be no more than:

- a. Eight feet wide, if placed within the shore impact zone; and
- b. Four feet wide, if placed within the bluff impact zone.

(2) Private water access ramps must:

- a. Comply with Minnesota Rules, chapters [6115.0210](#) and [6280.0250](#); and
- b. Be designed and constructed consistent with the applicable standards in Design Handbook for Recreational Boating and Fishing Facilities.

(3) Design and construction of private stairways, lifts, and landings are subject to the following standards:

- a. Stairways and lifts must not exceed four (4) feet in width on residential lots. Stairways shall not exceed six (6) feet in width for commercial properties and residential facilities held in common.
- b. Landings for stairways and lifts on residential lots must not exceed 32 square feet in area. Landings for commercial properties and residential facilities held in common shall not exceed 48 square feet in area.
- c. Canopies or roofs are prohibited on stairways, lifts, or landings;
- d. Stairways, lifts, and landings must be located in the least visible portion of the lot whenever practical; and
- e. Ramps, lifts, mobility paths, or other facilities for persons with physical disabilities are allowed for achieving access to shore areas according to clauses a.-d. above, and as provided under Section 551-C (h).

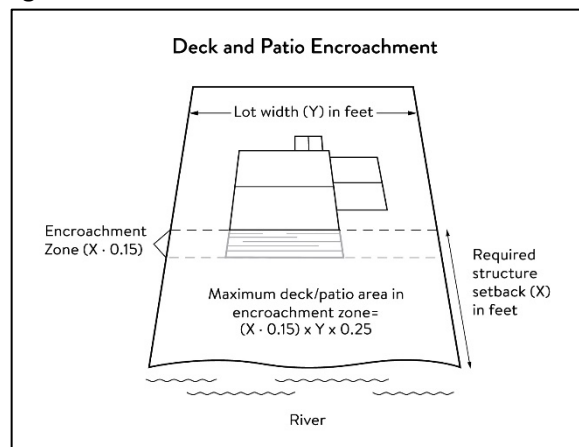
(4) One water-oriented accessory structure is allowed for each riparian lot or parcel less than 300 feet in width at the ordinary high water level, with one additional water-oriented accessory structure allowed for each additional 300 feet of shoreline on the same lot or parcel. Water-oriented accessory structures are prohibited in the bluff impact zone and shall:

- a. not exceed 12 feet in height;
- b. not exceed 120 square feet in area; and
- c. be placed a minimum of 10 feet from the ordinary high water level.

(d) *Decks and patios in setback areas.* Decks and at-grade patios may encroach into the required setbacks from the ordinary high water level and blufflines without a variance, when consistent with Sections 551-I and 551-J, provided that:

- (1) The encroachment of the deck or patio into the required setback area does not exceed 15 percent of the required structure setback;
- (2) The area of the deck or patio that extends into the required setback area occupies no more than 25 percent of the total area between the required setback and the 15 percent using the formula:  
[required setback depth (feet) x 0.15 x lot width (feet) = maximum total area]
- (3) The deck or patio does not extend into the bluff impact zone. See Figure 551-X7.

Figure 551-X7. Deck and Patio Encroachment



(e) *Off-premise and directional signs.* Off-premise advertising signs and billboards, including the sign face and structure, which may be viewed from the Mississippi River shall be prohibited, except a sign or billboard designated by the Heritage Preservation Commission or determined by the Heritage Preservation Commission to be a contributing feature in a historic district.

Directional signs for patrons arriving at a business by watercraft must comply with the following standards:

- (1) They must be consistent with Minnesota Statutes, section 86B.115.
- (2) Only convey the location and name of the establishment and the general types of goods and services available, if located in a shore impact zone.
- (3) Meet the height and size requirements of Chapter 543 or be no greater than eight feet in height and 32 square feet in surface area, whichever is less; and

- (4) If illuminated, the lighting must be fully shielded and directed downward to prevent illumination out across the river or to the sky.

(f) *Fences.* Fences between principal structures and the river are permitted, provided the following standards are met:

- (1) Fences are subject to height and location requirements of Section 535 Article VI. Fences shall not exceed six feet in height.
- (2) Fences shall not be located within the SIZ or BIZ.
- (3) Fences shall not be located in the regulatory floodplain.

(g) *Lighting.* Within the OHWL setback:

- (1) Lighting shall be fully shielded and directed away from the river.
- (2) Uplighting is prohibited.

#### **551.H.- PERFORMANCE STANDARDS FOR PUBLIC FACILITIES**

(a) *General design standards.* All public facilities must be designed and constructed to:

- (1) Minimize visibility of the facility from the river to the extent consistent with the purpose of the facility;
- (2) Comply with the structure placement and height standards in Section 551-F, except as provided in Section 551-L;
- (3) Be consistent with the vegetation management standards in Section 551-I and the land alteration and storm water management standards in Section 551-J, including use of practices identified in [Best Practices for Meeting DNR General Public Waters Work Permit GP 2004-0001](#), where applicable;
- (4) Avoid primary conservation areas, unless no alternative exists. If no alternative exists, then disturbance to primary conservation areas must be avoided to the greatest extent practicable, and design and construction must minimize impacts; and
- (5) Minimize disturbance of spawning and nesting times by scheduling construction at times when local fish, birds, and wildlife are not spawning or nesting.
- (6) During bird migration times, schedule construction, or implement mitigation measures, to minimize disturbance in primary conservation areas.

(b) *Right-of-way maintenance standards.* Right-of-way maintenance must comply with the following standards:

- (1) Vegetation currently in a natural state must be maintained to the extent feasible;
- (2) Where vegetation in a natural state has been removed, native plants must be planted and maintained on the right-of-way; and

- (3) Chemical control of vegetation must be avoided when practicable, but when chemical control is necessary, chemicals used must be in accordance with the regulations and other requirements of all state and federal agencies with authority over the chemical's use.
- (c) *Crossings of public water or public land.* Crossings of public waters or land controlled by the commissioner are subject to approval by the commissioner according to Minnesota Statutes, sections [84.415](#) and [103G.245](#).
- (d) *Public utilities.* Public utilities must comply with the following standards:
  - (1) High-voltage transmission lines, wind energy conversion systems greater than five megawatts, and pipelines are regulated according to Minnesota Statutes, chapter [216E](#), [216F](#), and [216G](#) respectively; and
  - (2) If overhead placement is necessary, utility facility crossings must minimize visibility of the facility from the river and follow other existing right of ways as much as practicable.
  - (3) The appearance of structures must be as compatible as practicable with the surrounding area in a natural state with regard to height and width, materials used, and color.
  - (4) Wireless communication facilities, according to Section 551-E (a) (3).
- (e) *Public transportation facilities.* Public transportation facilities shall comply with structure placement and height standards in Section 551-F. Where such facilities intersect or about two or more MRCCA districts, the least restrictive standards apply. Public transportation facilities must be designed and constructed to give priority to:
  - (1) Providing scenic overlooks for motorists, bicyclists, and pedestrians;
  - (2) Providing safe pedestrian crossings and facilities along the river corridor;
  - (3) Providing access to the riverfront in public ownership; and
  - (4) Allowing for use of the land between the river and the transportation facility.
- (f) *Public recreational facilities.* Public recreational facilities must comply with the following standards:
  - (1) Buildings and parking associated with public recreational facilities must comply with the structure placement and height standards in Section 551-F, except as provided in Section 551-L.;
  - (2) Roads and driveways associated with public recreational facilities must not be placed in the bluff or shore impact zones unless no other placement alternative exists. If no alternative exists, then design and construction must minimize impacts to shoreline vegetation, erodible soils and slopes, and other sensitive resources.
  - (3) Trails, access paths, and viewing areas associated with public recreational facilities and providing access to or views of the Mississippi River are allowed within the bluff and shore impact zones if design, construction, and maintenance methods are consistent with the best management practice guidelines in [Trail Planning, Design, and Development Guidelines](#).

- a. Hard-surface trails are not allowed on the face of bluffs with a slope exceeding 30 percent. Natural surface trails are allowed, provided they do not exceed eight feet in width.
  - b. Trails, paths, and viewing areas must be designed and constructed to minimize:
    - 1. Visibility from the river;
    - 2. Visual impacts on public river corridor views; and
    - 3. Disturbance to and fragmentation of primary conservation areas.
- (4) Public water access facilities must comply with the following requirements:
- a. Watercraft access ramps must comply with Minnesota Rules chapters [6115.0210](#) and [6280.0250](#); and
  - b. Facilities must be designed and constructed consistent with the standards in Design Handbook for Recreational Boating and Fishing Facilities.
- (5) Public signs and kiosks for interpretive or directional purposes are allowed in the bluff or shore impact zones, provided they are placed and constructed to minimize disturbance to these areas and avoid visual impacts on public river corridor views. Sign size, height, type and illumination shall be as regulated in the base zoning district. If illuminated, the lighting must be fully shielded and be directed downward.
- (6) Public stairways, lifts, and landings must be designed as provided in Section 551-G (c) (3).

#### **551.I.- VEGETATION MANAGEMENT**

(a) *Applicability.* This section applies to:

- (1) Shore impact zones;
- (2) Areas within 50 feet of a wetland or natural drainage route;
- (3) Bluff impact zones;
- (4) Areas of native plant communities; and
- (5) Significant existing vegetative stands identified in the MRCCA plan.

(b) *Activities allowed without a vegetation permit.*

- (1) Maintenance of existing lawns, landscaping and gardens;
- (2) Removal of vegetation in emergency situations as determined by the City;
- (3) Right-of-way maintenance for public facilities meeting the standards Section 551-H (b);
- (4) Agricultural activities meeting the standards of Section 551-E (a) (2);
- (5) Selective vegetation removal, provided that vegetative cover remains consistent with the management purpose of the MRCCA District, including removal of:
  - a. Vegetation that is dead, diseased, dying, or hazardous;

- b. To prevent the spread of diseases or insect pests;
- c. Individual trees and shrubs; and
- d. Invasive non-native species.

(c) *Activities allowed with a vegetation permit.*

- (1) Only the following intensive vegetation clearing activities are allowed with a vegetation permit:
  - a. Clearing of vegetation that is dead, diseased, dying, or hazardous;
  - b. Clearing to prevent the spread of diseases or insect pests;
  - c. Clearing to remove invasive non-native species.
  - d. Clearing to prepare for restoration and erosion control management activities consistent with a plan approved by the City or Minneapolis Park and Recreation Board.
  - e. The minimum necessary for development that is allowed with a building permit or as an exemption under Section 551-L.
- (2) General Performance Standards. The following standards must be met, in addition to a restoration plan under Section 551-I (e), in order to approve a vegetation permit:
  - a. Development is sited to minimize removal of or disturbance to natural vegetation;
  - b. Soil, slope stability, and hydrologic conditions are suitable for the proposed work as determined by a professional engineer.
  - c. Clearing is the minimum necessary and designed to blend with the natural terrain and minimize visual impacts to public river corridor views;
  - d. Any disturbance of highly erodible soils is replanted with deep-rooted vegetation with a high stem density;
  - e. Vegetation removal activities are conducted so as to expose the smallest practical area of soil to erosion for the least possible time and to minimize disturbance during bird migration and nesting seasons;
  - f. Any other condition determined necessary to achieve the purpose of this section.

(d) *Prohibited activities.* All other intensive vegetation clearing is prohibited.

(e) *Vegetation restoration plan.*

- (1) Development of a vegetation restoration plan and reestablishment of natural vegetation is required:
  - a. For any vegetation removal requiring a permit as identified in Section 551-I (c).
  - b. Upon failure to comply with any provisions in this section; or
  - c. As part of the planning process for subdivisions as provided in Section 551-K.

(2) Restoration Plan Performance Standards. The vegetation restoration plan must satisfy the application submittal requirements in 551-C (e), and:

- a. Vegetation must be restored in one or more of the following restoration priority areas:
    1. Areas with soils showing signs of erosion, especially on or near the top and bottom of steep slopes and bluffs;
    2. Shoreline areas within 25 feet of the water with no natural vegetation, degraded vegetation, or planted with turf grass;
    3. Areas on steep slopes and bluffs that are visible from the river with no natural vegetation, degraded vegetation, or planted with turf grass; or
    4. Other approved priority opportunity area, including priorities identified in the MRCCA plan, if none of the above exist.
  - b. Any highly erodible soils disturbed during removal and/or restoration must be stabilized with deep-rooted vegetation with a high stem density;
  - c. Vegetation removed must be restored with native vegetation to the greatest extent practicable. The area (square feet) of the restored vegetation, and number of trees, should be similar to that removed to the greatest extent practicable.
  - d. For restoration of removed native plant communities, restored vegetation must also provide biological and ecological function equivalent to the removed native plant communities. The area (square feet) of the restored vegetation should be equivalent to that removed;
  - e. Be prepared by a qualified individual including a professional ecologist, arborist, landscape architect, or person with demonstrable experience and knowledge related to vegetation management; and
  - f. Include a maintenance plan that includes management provisions for controlling invasive species and replacement of plant loss for three years.
- (3) A certificate of compliance will be issued after the vegetation restoration plan requirements have been satisfied.

#### **551.J.- LAND ALTERATION STANDARDS AND STORMWATER MANAGEMENT**

##### **(a) Land alteration.**

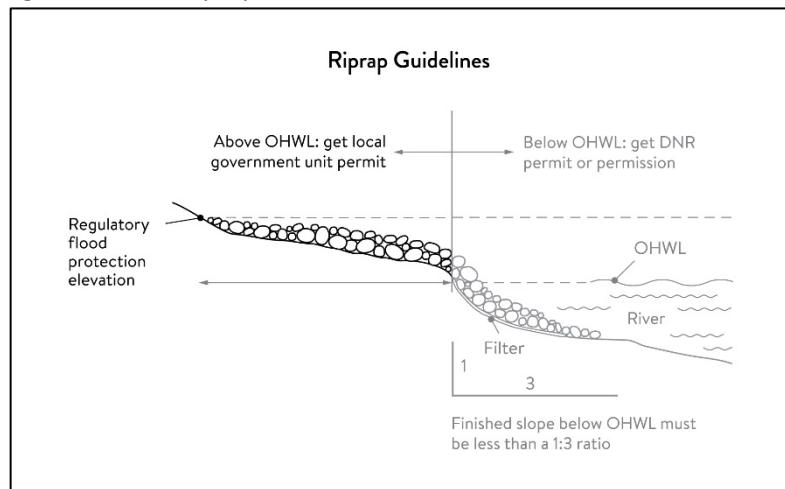
- (1) Within the bluff impact zone, land alteration is prohibited, except for the following which are allowed by permit.
  - a. Erosion control consistent with a plan approved by the local government or resource agency and consistent with Section 551-J (e);
  - b. The minimum necessary for development that is allowed as an exception under Section 551-L; and
  - c. Repair and maintenance of existing buildings and facilities.

- (2) Within the water quality impact zone, land alteration that involves more than ten cubic yards of material or affects an area greater than 1,000 square feet requires a permit.

(b) *Rock riprap, retaining walls, and other erosion control structures.*

- (1) Construction, repair, or replacement of rock riprap, retaining walls, and other erosion control structures located at or below the OHWL must comply with Minnesota Rules, chapters 6115.0215, subpart 4, item E, and 6115.0216, subpart 2. Work must not proceed until approved by the commissioner, permitted by the US Army Corps of Engineers, and any other permits are obtained. See Figure 551-X8.

Figure 551-X8. Riprap Guidelines



- (2) Construction or replacement of rock riprap, retaining walls, and other erosion control structures within the bluff impact zone and the water quality impact zone are allowed with a permit consistent with provisions of Section 551-J € provided that:
- If the project includes work at or below the OHWL, the commissioner has already approved or permitted the project.
  - The structures are used only to correct an established erosion problem as determined by the watershed management organization.
  - The size and extent of the structures are the minimum necessary to correct the erosion problem and are not larger than the following, unless a professional engineer determines that a larger structure is needed to correct the erosion problem:
    - Retaining walls must not exceed five feet in height and must be placed a minimum horizontal distance of ten feet apart; and
    - Riprap must not exceed the height of the regulatory flood protection elevation.
- (3) Repair of existing rock riprap, retaining walls, and other erosion control structures above the OHWL does not require a permit provided it does not involve any land alteration.

(c) *Stormwater management.*

- (1) In the bluff impact zone, storm water management facilities are prohibited, except by permit if:
    - a. There are no alternatives for storm water treatment outside the bluff impact zone on the subject site;
    - b. The site generating runoff is designed so that the amount of runoff reaching the bluff impact zone is reduced to the greatest extent practicable;
    - c. The construction and operation of the facility does not affect slope stability on the subject property or adjacent properties; and
    - d. Mitigation based on the best available engineering and geological practices is required and applied to eliminate or minimize the risk of slope failure.
  - (2) In the water quality impact zone, development that creates new impervious surface, as allowed by exemption in Section 551-L, or fully reconstructs existing impervious surface of more than 10,000 square feet requires a storm water permit. Multipurpose trails and sidewalks are exempt if there is down gradient vegetation or a filter strip that is at least five feet wide.
  - (3) In all other areas, storm water runoff must be directed away from the bluff impact zones or unstable areas.
- (d) *Development on critical area steep slopes.* Construction of structures, impervious surfaces, land alteration, vegetation removal, or other construction activities are allowed on critical area steep slopes, if:
- (1) The development can be accomplished without increasing erosion or storm water runoff;
  - (2) The soil types and geology are suitable for the proposed development; and
  - (3) Vegetation is managed according to the requirements of Section 551-L.
- (e) *Conditions of land alteration permit approval.*
- (1) Temporary and permanent erosion and sediment control measures retain sediment onsite consistent with best management practices in the [Minnesota Stormwater Manual](#);
  - (2) Natural site topography, soil, and vegetation conditions are used to control runoff and reduce erosion and sedimentation;
  - (3) Construction activity is phased when possible;
  - (4) All erosion and sediment controls are installed before starting any land disturbance activity;
  - (5) Erosion and sediment controls are maintained to ensure effective operation;
  - (6) The proposed work is consistent with the vegetation standards in Section 551-L; and
  - (7) Best management practices for protecting and enhancing ecological and water resources identified in [Best Practices for Meeting DNR General Public Waters Work Permit GP 2004-0001](#).

(f) *Compliance with other plans and programs.* All development must:

- (1) Be consistent with Minnesota Statutes, chapter 103B, and local water management plans completed under chapter 8410;
- (2) Meet or exceed the wetland protection standards under Minnesota Rules, chapter 8420; and
- (3) Meet or exceed the floodplain management standards under Minnesota Rules, chapter 6120.5000 – 6120.6200

#### **551.K.- SUBDIVISION AND LAND DEVELOPMENT STANDARDS**

(a) *Applicability.*

- (1) The design standards in this section apply to subdivisions, planned unit developments and master-planned development and redevelopment of land involving ten or more acres for contiguous parcels that abut the Mississippi River and 5 (five) or more acres for all other parcels, including smaller individual sites within the following developments that are part of a common plan of development that may be constructed at different times:
  - a. Subdivisions;
  - b. Planned unit developments; and
  - c. Master-planned development and redevelopment of land.
- (2) The following activities are exempt from the requirements of this section:
  - a. Minor subdivisions consisting of three or fewer lots;
  - b. Minor boundary line corrections;
  - c. Resolutions of encroachments;
  - d. Additions to existing lots of record; and
  - e. Placement of essential services.

(b) *Application materials.* Project information listed in Section 551-C (e) must be submitted for all proposed developments.

(c) *Design standards.*

- a. Primary conservation areas, where they exist, must be set aside and designated as protected open space in quantities meeting the following as a percentage of total parcel area:
  1. CA-ROS District: 50%;
  2. CA-RN District: 20%;
  3. CA-RTC, CA-UM, and CA-UC Districts: 10%; and
  4. CA-SR District: 10% if the parcel includes native plant communities or provides feasible connections to a regional park or trail system, otherwise no requirement.

- b. If the primary conservation areas exceed the amounts specified in Section 551-K (C) (a), then protection of native plant communities and natural vegetation in riparian areas shall be prioritized.
  - c. If primary conservation areas exist but do not have natural vegetation (identified as restoration priorities in the MRCCA Plan), then a vegetation assessment must be completed to evaluate the unvegetated primary conservation areas and determine whether vegetation restoration is needed. If restoration is needed, vegetation must be restored according to Section 551-I (e).
  - d. If primary conservation areas do not exist on the parcel and portions of the parcel have been identified in the MRCCA plan as a restoration area, vegetation must be restored in the identified areas according to Section 551-I (e) and the area must be set aside and designated as protected open space.
  - e. Storm water treatment areas or other green infrastructure may be used to meet the protected open space requirements if the vegetation provides biological and ecological functions.
  - f. Land dedicated under Title 22 Article V for public river access, parks, or other open space or public facilities may be counted toward the protected open space requirement.
  - g. Protected open space areas must connect open space, natural areas, and recreational areas, where present on adjacent parcels, as much as possible to form an interconnected network.
- (d) *Permanent protection of designated open space.*
- (1) Designated open space areas must be protected through one or more of the following methods:
    - a. Public acquisition by a government entity for conservation purposes;
    - b. A permanent conservation easement, as provided in Minnesota Statutes, chapter 84C;
    - c. A deed restriction; and
    - d. Other arrangements that achieve an equivalent degree of protection.
  - (2) Permanent protection methods must ensure the long-term management of vegetation to meet its biological and ecological functions, prohibit structures, and prohibit land alteration, except as needed to provide public recreational facilities and access to the river.
- (e) *Alternative design standards.* Alternative design standards may be considered through a planned unit development or cluster development. Individual lots in a planned unit development or cluster development are not required to meet the design standards of this section if it can be demonstrated that the overall development is in compliance with the standards and purpose of this section.

## 551.L.- EXEMPTIONS

### (a) *Applicability.*

- (1) Uses and activities not specifically exempted must comply with this section. Uses and activities exempted under shore impact zone and bluff impact zone must comply with the vegetation management and land alteration standards in Sections 551-I and 551-J.
- (2) Uses and activities in Table 551-X1 are categorized as:
  - a. **Exempt – E.** This means that the use or activity is allowed;
  - b. **Exempt if no alternative - (E).** This means that the use or activity is allowed only if the zoning administrator determines that no alternatives exist; and
  - c. **Not exempt - N.** This means that a use or activity is not exempt and must meet the standards of this ordinance.

**Table 551-X1: Uses or activities in the MR District**

Use or Activity	Set backs	Height Limits	SIZ	BIZ	Applicable standards with which the use or activity must comply
Industrial and utility structures requiring greater height for operational reasons (such as elevators, refineries and railroad signaling towers)	N	E	N	N	Structure design and placement must minimize interference with public river corridor views.
Bridges and bridge approach roadways	E	E	E	(E)	Section 551-H
Wireless communication towers	E	E	N	N	551-E (a) (3)
Chimneys, church spires, flag poles, public monuments, and mechanical stacks and equipment	N	E	N	N	
Historic properties and contributing properties in historic districts	E	E	E	E	Exemptions do not apply to additions or site alterations

### Public utilities.

Use or Activity	Set backs	Height Limits	SIZ	BIZ	Applicable standards with which the use or activity must comply
Electrical power facilities	E	E	E	(E)	Section 551-H
Essential services (other than storm water facilities)	E	E	E	(E)	Section 551-H
Storm water facilities	E	N	E	(E)	Section 551-J
Wastewater treatment	E	N	E	N	Section 551-H
Public transportation facilities	E	N	(E)	(E)	Section 551-H

### Public recreational facilities.

Use or Activity	Set back s	Heigh t Limits	SIZ	BIZ	Applicable standards with which the use or activity must comply
Monuments, flagpoles, light standards, and similar park features	E	E	(E)	(E)	Section 551-H; within BIZ, only on slopes averaging less than 30%. Exemptions do not apply to principal structures.
Picnic shelters and other open-sided structures	E	N	(E)	N	Section 551-H
Parking lots	(E)	N	(E)	(E)	Section 551-H; within BIZ, only within 20 feet of toe of bluff; not on face of bluff; and must not affect stability of bluff
Roads and driveways	(E)	N	(E)	(E)	Section 551-H
Natural-surfaced trails, access paths, and viewing areas	E	N	E	E	Section 551-H
Hard-surfaced trails and viewing platforms	E	N	E	(E)	Section 551-H; within BIZ, only on slopes averaging less than 30%
Water access ramps	E	N	E	(E)	Section 551-H
Public signs and kiosks for interpretive or directional purposes	E	N	E	(E)	Section 551-H

River-dependent uses.

Use or Activity	Set back s	Heigh t Limits	SIZ	BIZ	Applicable standards with which the use or activity must comply
Shoreline facilities	E	N <sup>1</sup>	E	(E)	551-E (a) (2). Exemptions do not apply to buildings, structures, and parking areas that are not part of a shoreline facility
Private roads and conveyance structures serving river-dependent uses	E	N <sup>1</sup>	E	(E)	551-E (a) (2)

Private residential and commercial water access and use facilities.

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<sup>1</sup> River-dependent commercial, industrial, and utility structures are exempt from height limits only if greater height is required for operational reasons.

Use or Activity	Set back s	Heigh t Limits	SIZ	BIZ	Applicable standards with which the use or activity must comply
Private roads serving 3 or more lots	(E)	N	N	(E)	Section 551-G; in BIZ, only on slopes averaging less than 30%. Exemption does not apply to private roads serving fewer 3 lots or to private driveways and parking areas
Access paths	E	N	E	E	Section 551-G
Water access ramps	E	N	E	N	Section 551-G
Stairways, lifts, and landings	E	N	E	E	Section 551-G
Water-oriented accessory structures	E	N	E	N	Section 551-G
Patios and decks	E	N	N	N	Section 551-G (d)
Directional signs for watercraft (private)	E	N	E	N	Section 551-G (e); exemption does not apply to off-premise advertising signs
Temporary storage of docks, boats, and other equipment during the winter months	E	N	E	N	
Erosion control structures, such as rock riprap and retaining walls	E	N	E	(E)	Sections Section 551-J (b), (d) and (e)
Flood control structures	E	N	E	(E)	Section 551-J

# Review Draft Built Form Regulations by Topic

## OTHER TOPICS

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### Site Plan Review

Changes to the site plan review standards of the zoning ordinance are proposed to improve building and site design in ways that enforce Minneapolis 2040 goals. Amendments include new standards for landscaping, screening, window, pedestrian access, and building dimensions. Development of these regulations is still in progress. This page will be updated with more information as it is available.

### Tall Buildings

Site plan review standards for tall buildings are proposed as part of the built form rezoning process. They are intended to define and create a positive pedestrian experience at the street level of buildings. This requires regulating the bulk and design elements of taller buildings both at the street level and as the building gets taller. Development of these regulations is still in progress. This page will be updated with more information as it is available.

### Overlay Districts

Due to changes proposed throughout the zoning ordinance related to built form, some existing overlay zoning districts need to be altered and in some cases have been made redundant and will therefore be eliminated. Development of these regulations is still in progress. This page will be updated with more information as it is available.

## **Impact of Built Form Regulations on Existing Overlay Districts**

### **Eliminate**

- DH Overlay District
  - Eliminate this overlay district. Throughout much of this overlay district, guidance related to height differs significantly from the regulations of the district.

### **Amend**

- Article I. General Provisions. Update the “Purpose” and other provisions, including deleting any overlay districts that are being eliminated.
- PO Overlay District
  - West Broadway area
    - Has minimum FAR. Delete minimum FAR and minimum number of stories, deferring to new built form regulations to govern.
  - Hennepin, Lyndale, Lagoon and Lake area
    - This district has specific bonus provisions that will require amending in conjunction with altering our bonuses.
  - Nicollet Franklin area
    - Has minimum FAR. Determine whether issue will be addressed in built form regulations.
  - Central and Lowry area
    - Has minimum FAR that will have to be reconciled with built form districts.
  - Linden Hills area
    - Has stepbacks and requirements related to transitions.
  - Transit station areas
    - This district has specific bonus provisions that will require deleting or amending in conjunction with altering our bonuses.
    - Has minimum FAR. Determine whether issue will be addressed in built form regulations.
- IL Overlay District
  - This district has specific bonus provisions that will require amending in conjunction with altering what bonuses are allowed and how much of an increase they allow.
  - Amend 551.360 to delete provision related to existing buildings.
- SH Overlay District
  - 2-1/2 story height regulations will be retained, but must determine whether any technical changes are needed to building height regulations to align with changes being made in built form districts.
- MR Overlay District
  - These regulations will be substantially overhauled to comply with new Critical Area standards and we have committed to the State of MN that we will do so.
- DP Overlay District
  - Built form regulations might include restrictions on surface parking.
- NM Overlay District

- District includes guidance related to height/stepbacks that might be affected by built form regulations.
- HA Overlay District
  - Note the presence of historic district guidelines that existing height regulations are intended to reinforce.
- AP Overlay District
  - Determine whether any height regulations need to be amended.
- WB Overlay District
  - District includes minimum FAR and minimum stories that might be affected by built form regulations.
- SZ Overlay District
  - This district has specific bonus provisions that will require amending in conjunction with altering what bonuses are allowed and how much of an increase they allow.
  - Must amend to address buildings that span multiple built form districts.

# **Review Draft Built Form Regulations by District**

**BUILT FORM DISTRICTS**

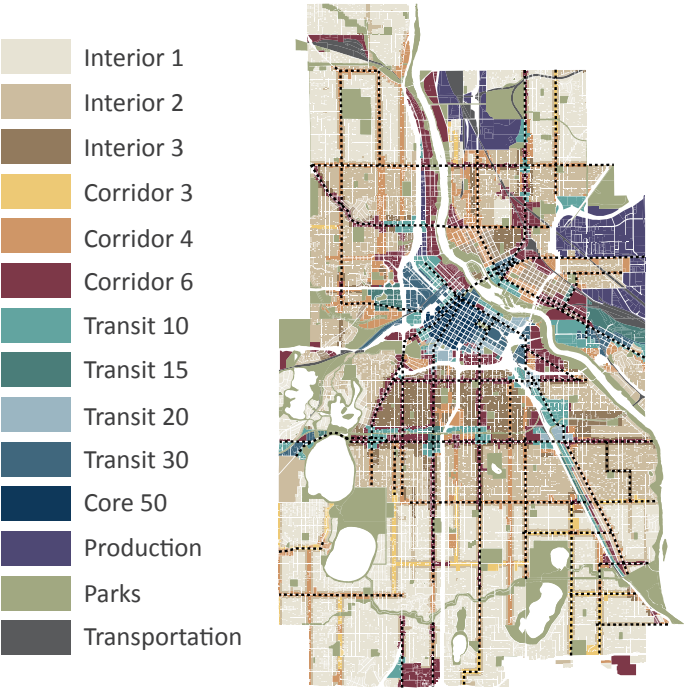
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FAR SKETCHUP STUDY

DRAFT FAR REGULATIONS

Draft FAR regulations were modeled in SketchUp for every district except Transit 30, Core 50, Parks, and Transportation.

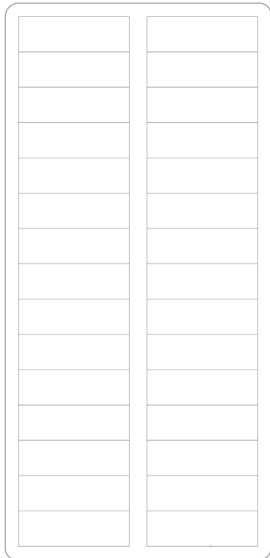
BUILT FORM MAP



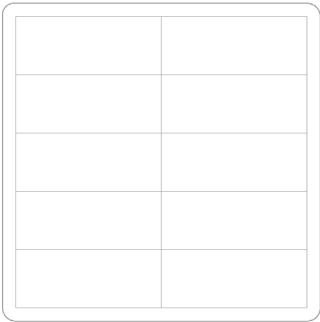
BLOCKS & LOT SIZES

All modeled districts except for Transit 20 were modeled on typical sized lots which measure 40 feet wide by 125 feet long (5,000 square feet.) Districts show multiple building masses on a combination of different lot sizes. Transit 20 is modeled on larger lots, comparable to typical lots found in Downtown Minneapolis. Individual lots measure 66 feet wide by 165 feet long (10,890 square feet.) Building masses are shown on 3, 5, and 10 lots.

Typical blocks



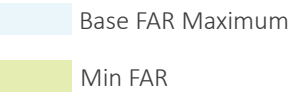
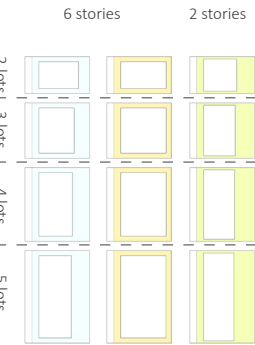
Typical downtown blocks



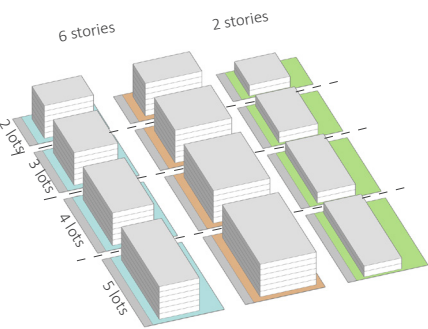
MAX, BASE, MINIMUM FAR SCENARIOS

Most districts show three building massing scenarios for base FAR maximum, maximum FAR with all bonuses, and minimum FAR draft regulations. Each lot is color coded to show the different FAR massing possibilities.

Plan



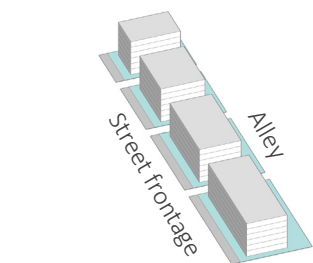
Axon



Plan



Axon



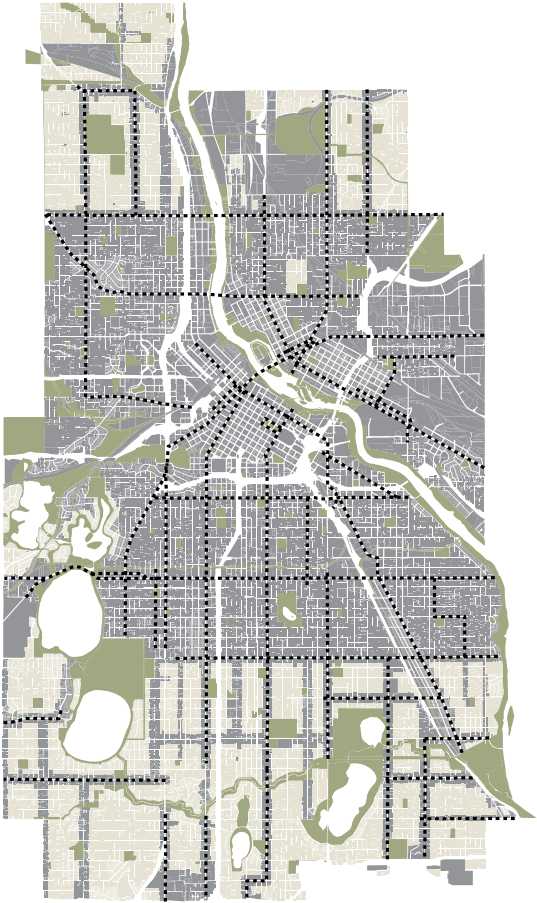
BUILDINGS

Building massings show draft FAR regulations unless noted. All stories are modeled at 11'.

*Note: buildings do not show architectural elements and should not be examined for their design as they are only showing possible building massings.*

INTERIOR 1

BUILT FORM MAP



Interior 1 Parks Goods & Services Corridor

DESCRIPTION

The Interior 1 district is typically applied in parts of the city farthest from downtown, in the areas between transit routes.

Built Form Guidance: New and remodeled buildings in the Interior 1 district should be small-scale residential. Individual lots are permitted to have up to three dwelling units. Combining of lots is generally not permitted. Building heights should be 1 to 2.5 stories.

DRAFT FAR REGULATIONS

Base Zoning District	Base FAR Maximum	Max FAR with all bonuses	Min FAR	1 Bonus	2 Bonus	3 Bonus	Bonus % of base	Max/Base	FAR Recent Averages (Mean)	FAR Recent Averages (Median)	FAR Recent High Approved
				No bonuses							
R, OR	0.5*	0.5	-	-	-	-	-	-	-	-	-
All other districts	1.4*	1.4	-	-	-	-	-	-			

STORIES

Max Stories	Min Stories
2.5	1

DRAFT SETBACKS FOR A 22 FOOT TALL BUILDING

Front Yard (R,OR)	Side Yards (R,OR)	Rear Yard (R,OR)	Front Yard (other)	Side Yards (other)	Rear Yard (other)
20 feet	(Interior) 5 feet	5 feet	0 feet	(Interior) 5 feet	0 feet

DRAFT LOT COVERAGE

Max Lot Coverage (R, OR)	Max Lot Coverage (other)
45%	100%

\*(0.5 for 1-3 units)

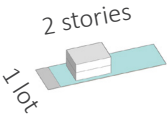
DRAFT REGULATIONS SKETCHUP STUDY

R, OR districts

Plan



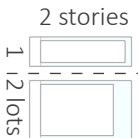
Axon



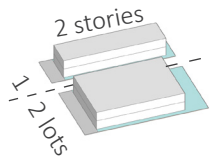
\*Models do not show maximum stories. Did not calculate for half stories.

All other districts

Plan



Axon



\*Models do not show maximum stories. Did not calculate for half stories.

EXAMPLE PROJECT

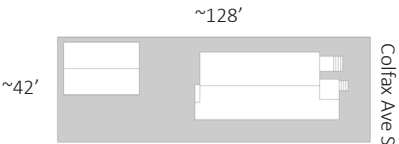
3632 Colfax Ave S



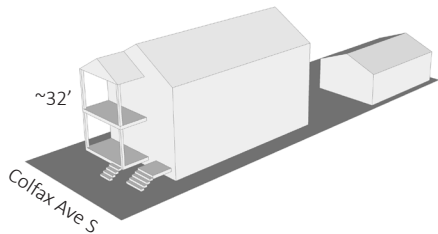
Image: Wells & Company Architects

FAR	FAR w/Parking	Lot SF	Building SF	Stories	Units
.48	.6	5,416 SF	2,646 SF	2	3

Plan



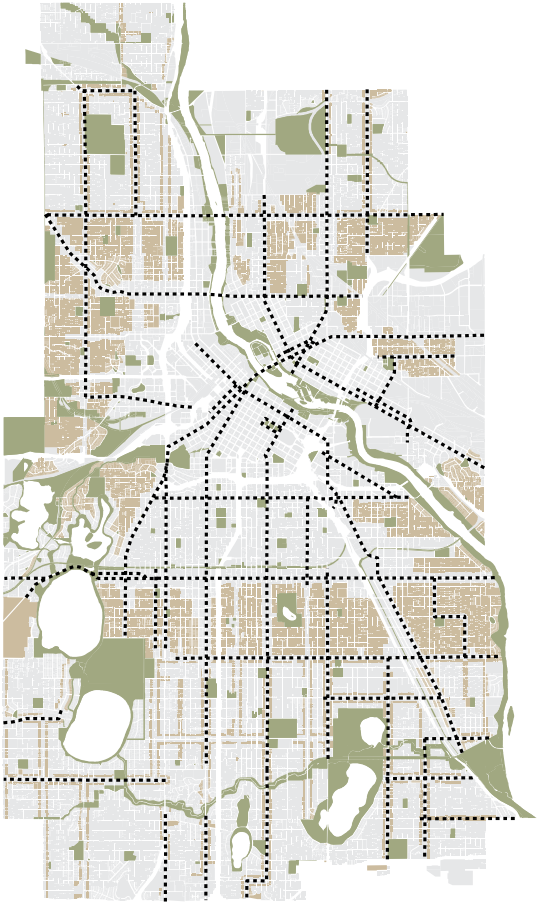
Axon



Base FAR Maximum Max FAR with all bonuses Min FAR 1 lot = 5,000 SF

INTERIOR 2

BUILT FORM MAP



Interior 2 Parks Goods & Services Corridor

DESCRIPTION

The Interior 2 district is typically applied in parts of the city that developed during the era when streetcars were a primary mode of transportation, in the areas in between transit routes, and on select streets with intermittent local transit service. It is also applied adjacent to the Corridor 4 and Corridor 6 districts, serving as a transition to lower intensity residential areas.

Built Form Guidance: New and remodeled buildings in the Interior 2 district should be small-scale residential. Individual lots are permitted to have up to three dwelling units. Multifamily buildings with more than three units are permitted on larger lots. Limited combining of lots is permitted. Building heights should be 1 to 2.5 stories.

DRAFT FAR REGULATIONS

Base Zoning District	Base FAR Maximum	Max FAR with all bonuses	Min FAR	1 Bonus	2 Bonus	3 Bonus	Bonus % of base	Max/Base	FAR Recent Averages (Mean)	FAR Recent Averages (Median)	FAR Recent High Approved
				No bonuses							
R, OR	0.8*	0.8	-	-	-	-	-	-	-	-	-
All other districts	1.4*	1.4	-	-	-	-	-	-			

STORIES

Max Stories	Min Stories
2.5	1

DRAFT SETBACKS FOR A 22 FOOT TALL BUILDING

Front Yard (R,OR)	Side Yards (R,OR)	Rear Yard (R,OR)	Front Yard (other)	Side Yards (other)	Rear Yard (other)
20 feet	(Interior) 5 feet	5 feet	0 feet	(Interior) 5 feet	0 feet

DRAFT LOT COVERAGE

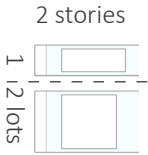
Max Lot Coverage (R, OR)	Max Lot Coverage (other)
45%	100%

\*(0.5 for 1-3 units)

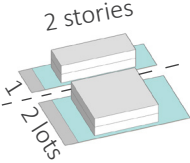
DRAFT REGULATIONS SKETCHUP STUDY

R, OR districts

Plan



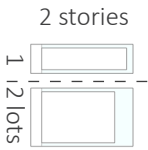
Axon



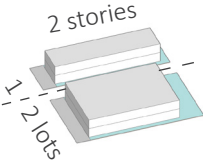
\*Models do not show maximum stories. Did not calculate for half stories.

All other districts

Plan



Axon



\*Models do not show maximum stories. Did not calculate for half stories.

EXAMPLE PROJECT

2407 2nd St NE - [Staff report](#)

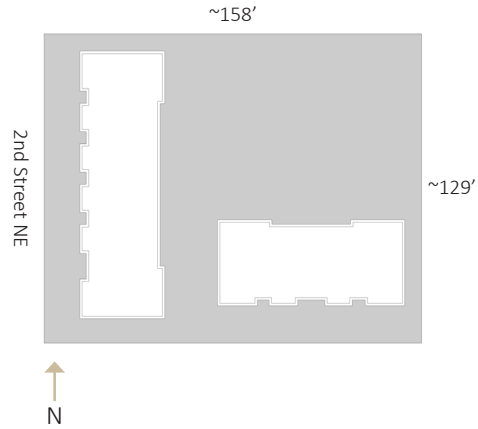


Image: Apartments.com

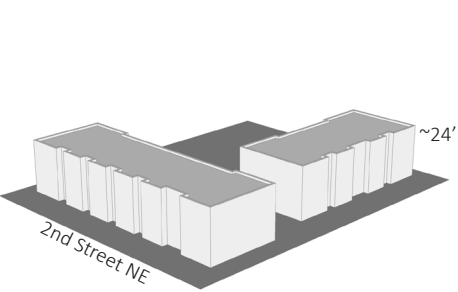
FAR	FAR w/Parking	Lot SF	Building SF	Stories	Units
0.66	Surface parking	20,410 SF	13,445 SF	2	10

Similar existing district: R3 (1.0 FAR)

Plan



Axon



Base FAR Maximum Max FAR with all bonuses Min FAR 1 lot = 5,000 SF

INTERIOR 3

BUILT FORM MAP



Interior 3 Parks Goods & Services Corridor

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

Base Zoning District	Base FAR Maximum	Max FAR with all bonuses	Min FAR	1 Bonus	2 Bonus	3 Bonus	Bonus % of base	Max/Base	FAR Recent Averages (Mean)	FAR Recent Averages (Median)	FAR Recent High Approved
				Max of 1 bonus. Value = 0.2 per bonus							
R, OR	1.4*	1.6	-	1.6	-	-	14.2%	1.1	Three-story buildings: 1.23	1.2	1.9
All other districts	0.6*	1.8	-	1.8	-	-	12.5%	1.13			

STORIES

Max Stories	Min Stories
3	1

DRAFT SETBACKS FOR A 33 FOOT TALL BUILDING

Front Yard (R,OR)	Side Yards (R,OR)	Rear Yard (R,OR)	Front Yard (other)	Side Yards (other)	Rear Yard (other)
20 feet	(Interior) 5 feet	5 feet	0 feet	(Interior) 5 feet	0 feet

DRAFT LOT COVERAGE

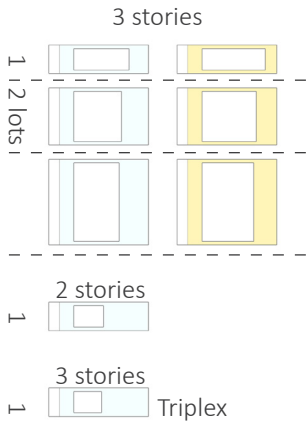
Max Lot Coverage (R, OR)	Max Lot Coverage (other)
60%	100%

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

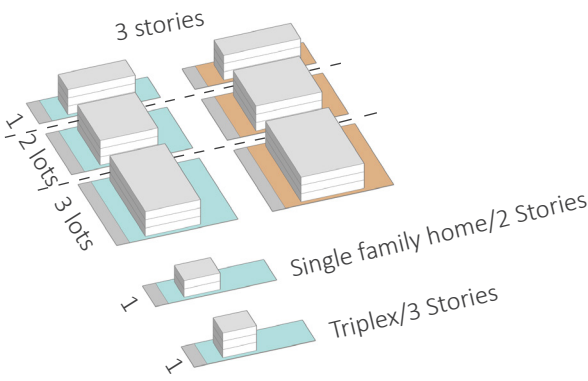
DRAFT REGULATIONS SKETCHUP STUDY

R, OR districts

Plan

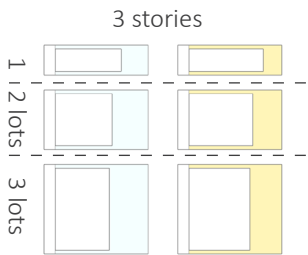


Axon

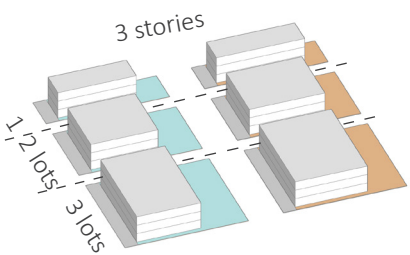


All other districts

Plan



Axon



Base FAR Maximum Max FAR with all bonuses Min FAR 1 lot = 5,000 SF

EXAMPLE PROJECT

3535 Grand Ave S - [Staff report](#)

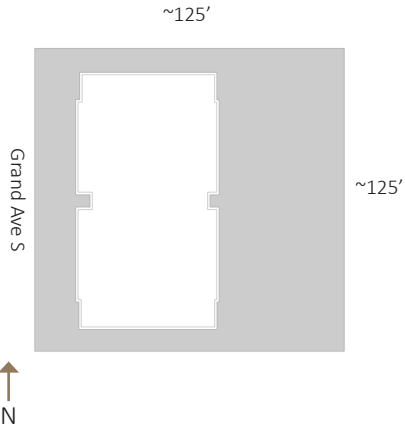


Image: Ryan Companies

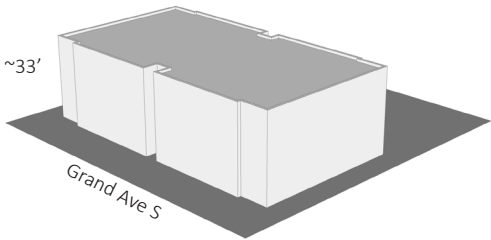
FAR	FAR w/Parking	Lot SF	Building SF	Stories	Units
1.42	Surface parking	15,557 SF	18,933 SF	3	24

Similar existing district: R4 (1.5 FAR)

Plan



Axon



CORRIDOR 3

BUILT FORM MAP



Corridor 3 Parks Goods & Services Corridor

DESCRIPTION

The Corridor 3 district is typically applied along transit routes farther from downtown that are on narrower rights of way, 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 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. Requests to exceed 3 stories will be evaluated on the basis of whether or not a taller building is a reasonable means for further achieving Comprehensive Plan goals.

DRAFT FAR REGULATIONS

Base Zoning District	Base FAR Maximum	Max FAR with all bonuses	Min FAR	1 Bonus	2 Bonus	3 Bonus	Bonus % of base	Max/Base	FAR Recent Averages (Mean)	FAR Recent Averages (Median)	FAR Recent High Approved
				Max of 2 bonus. Value = 0.25 per bonus							
R, OR	1.5	2	-	1.75	2	-	16.67%	1.33	Three-story buildings: 1.23	1.2	1.9
All other districts	1.75	2.25	-	2	2.25	-	14.28%	1.28			

STORIES

Max Stories	Min Stories
3	1

DRAFT SETBACKS FOR A 33 FOOT TALL BUILDING

Front Yard (R,OR)	Side Yards (R,OR)	Rear Yard (R,OR)	Front Yard (other)	Side Yards (other)	Rear Yard (other)
15 feet	(Interior) 5 feet	5 feet	0 feet	(Interior) 5 feet	0 feet

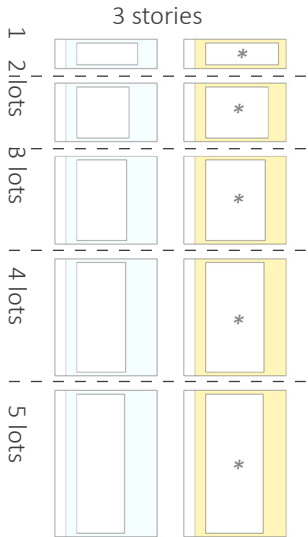
DRAFT LOT COVERAGE

Max Lot Coverage (R, OR)	Max Lot Coverage (other)
60%	100%

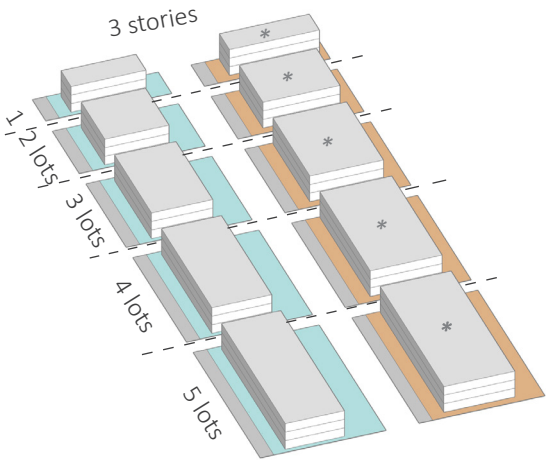
DRAFT REGULATIONS SKETCHUP STUDY

R, OR districts

Plan



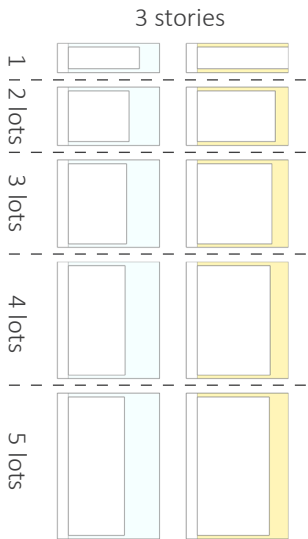
Axon



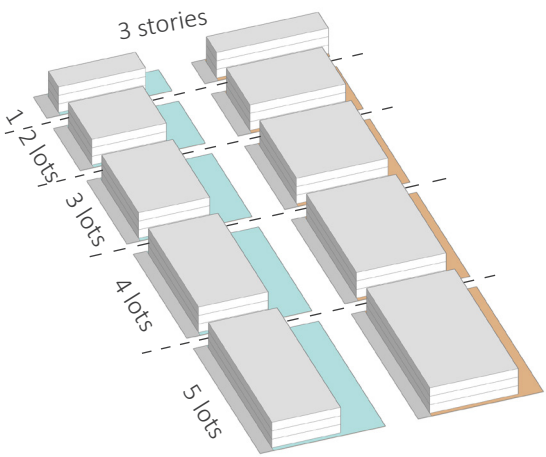
\*Massings show maximum achievable FAR based on setbacks & lot coverage

All other districts

Plan



Axon



Base FAR Maximum Max FAR with all bonuses Min FAR 1 lot = 5,000 SF

EXAMPLE PROJECT

5048 Ewing Ave S - [Staff report](#)

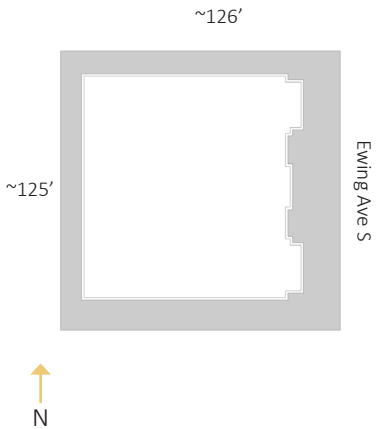


Image: DJR Architecture

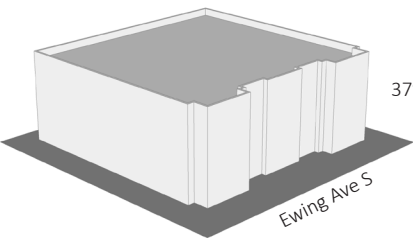
FAR	FAR w/Parking	Lot SF	Building SF	Stories	Units
1.42	1.84	15,793SF	29,052 SF	3	16

Similar existing district: R4 (1.5 FAR)

Plan

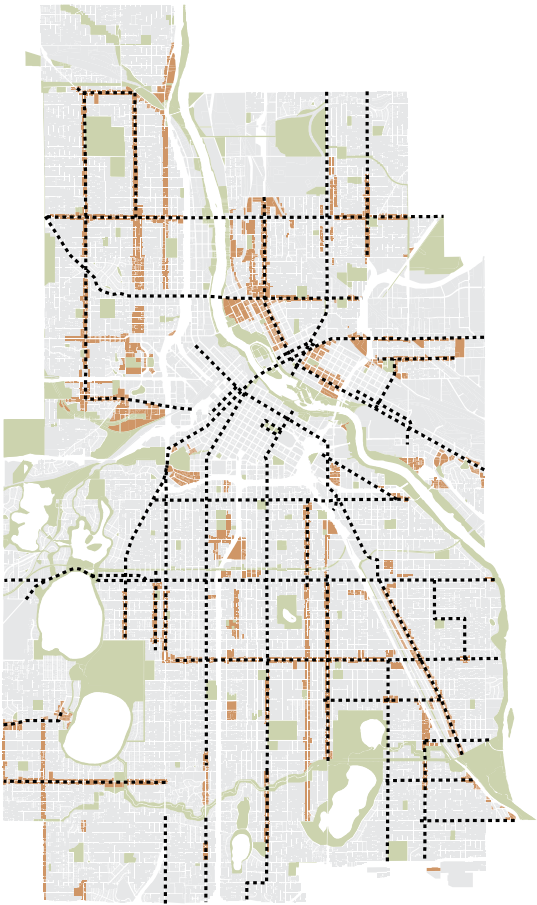


Axon



CORRIDOR 4

BUILT FORM MAP



Corridor 4 Parks Goods & Services Corridor

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.

DRAFT FAR REGULATIONS

Base Zoning District	Base FAR Maximum	Max FAR with all bonuses	Min FAR	1 Bonus	2 Bonus	3 Bonus	Bonus % of base	Max/Base	FAR Recent Averages (Mean)	FAR Recent Averages (Median)	FAR Recent High Approved
				Max of 3 bonus. Value = 0.4 per bonus							
R, OR	2	3	-	2.4	2.8	3.2	20%	1.66	Four-story buildings: 1.98	2	2.77
All other districts	2.2	3.4	-	2.6	3	3.4	20%	1.60			

STORIES

Max Stories	Min Stories
4	1

DRAFT SETBACKS FOR A 44 FOOT TALL BUILDING

Front Yard (R,OR)	Side Yards (R,OR)	Rear Yard (R,OR)	Front Yard (other)	Side Yards (other)	Rear Yard (other)
15 feet	(Interior) 7 feet	7 feet	0 feet	(Interior) 5 feet	0 feet

DRAFT LOT COVERAGE

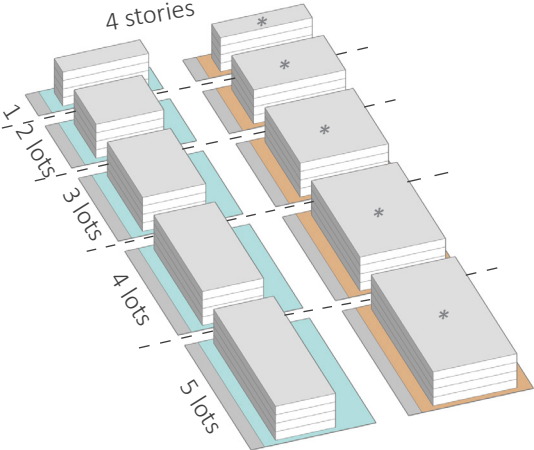
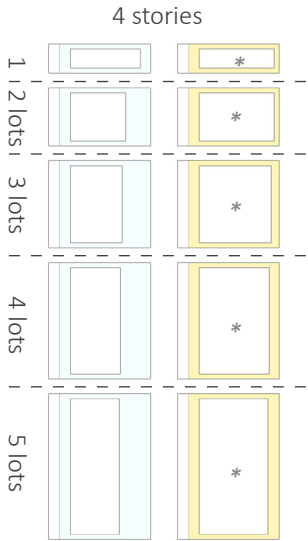
Max Lot Coverage (R, OR)	Max Lot Coverage (other)
70%	100%

DRAFT REGULATIONS SKETCHUP STUDY

R, OR districts

Plan

Axon

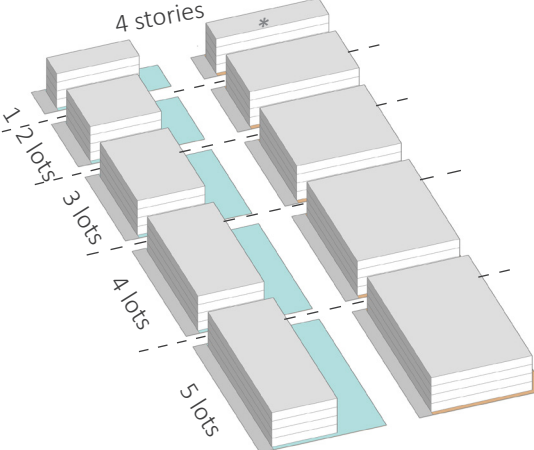
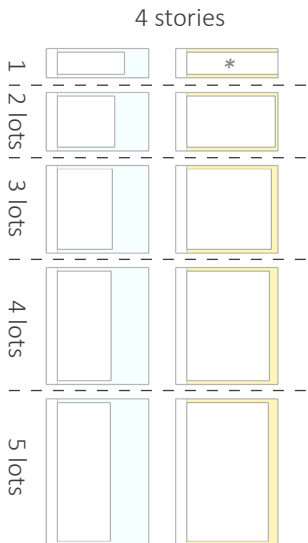


\*Massings show maximum achievable FAR based on setbacks & lot coverage

All other districts

Plan

Axon



\*Massings show maximum achievable FAR based on setbacks & lot coverage

Base FAR Maximum Max FAR with all bonuses Min FAR 1 lot = 5,000 SF

EXAMPLE PROJECT

3501 2nd Ave S



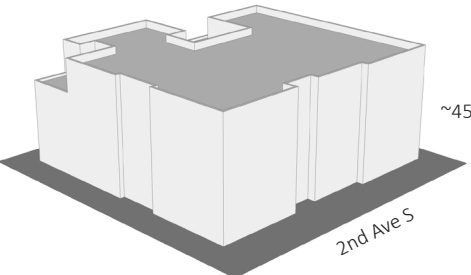
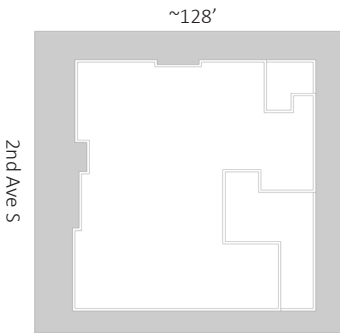
Image: Apartments.com

FAR	FAR w/Parking	Lot SF	Building SF	Stories	Units
2.0	2.32	16,248 SF	37,295 SF	4	49

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

Plan

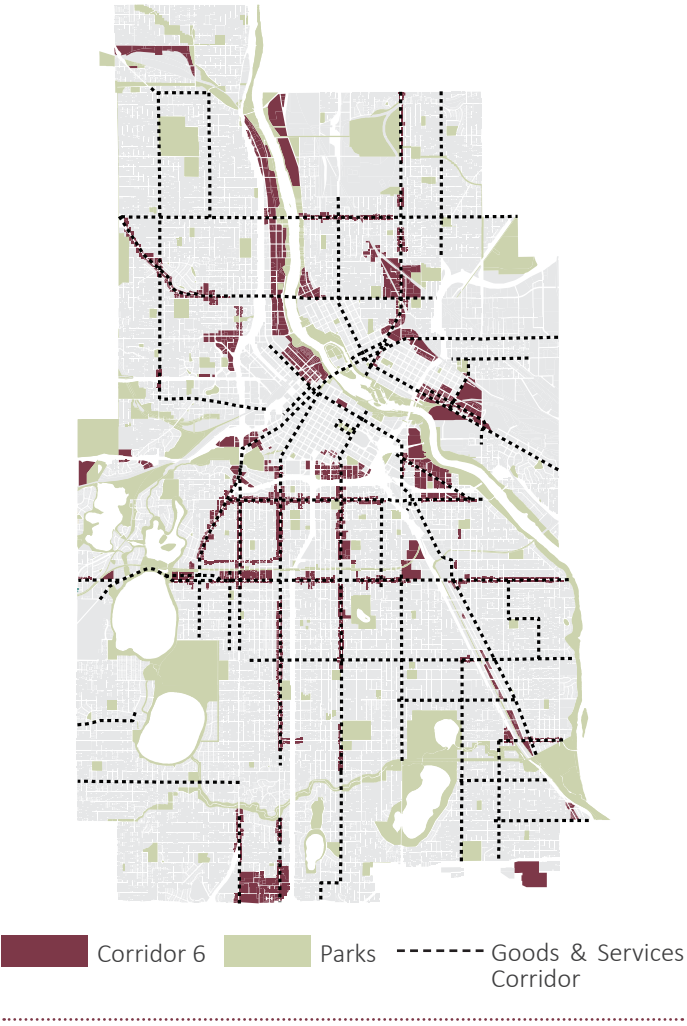
Axon



CORRIDOR 4

CORRIDOR 6

BUILT FORM MAP



DESCRIPTION

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.

DRAFT FAR REGULATIONS

Base Zoning District	Base FAR Maximum	Max FAR with all bonuses	Min FAR	1 Bonus	2 Bonus	3 Bonus	Bonus % of base	Max/Base	FAR Recent Averages (Mean)	FAR Recent Averages (Median)	FAR Recent High Approved
				Max of 3 bonus. Value = 0.65 per bonus							
R, OR	3	4.95	1	3.65	4.3	4.95	21.66%	1.65	Six-story buildings: 3.13	3.1	4.6
All other districts	3.2	5.15	1	3.85	4.5	5.15	20.03%	1.61			

STORIES

Max Stories	Min Stories
6	2

DRAFT SETBACKS FOR A 66 FOOT TALL BUILDING

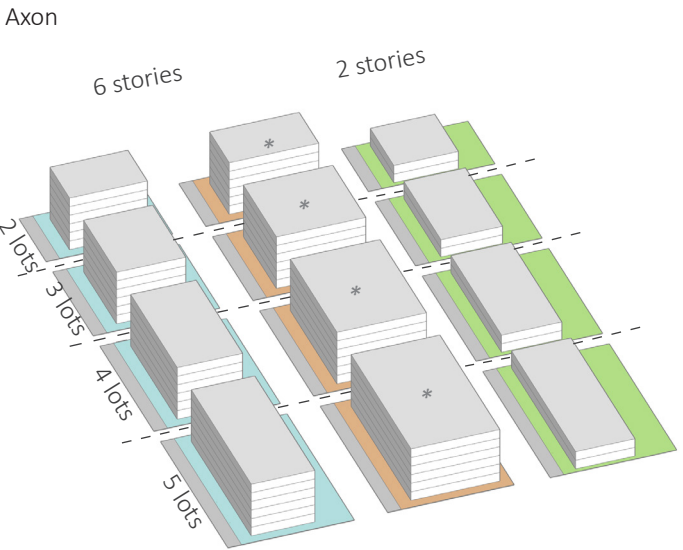
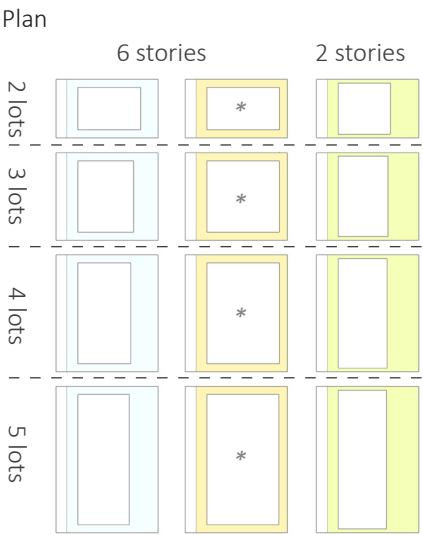
Front Yard (R,OR)	Side Yards (R,OR)	Rear Yard (R,OR)	Front Yard (other)	Side Yards (other)	Rear Yard (other)
15 feet	(Interior) 11 feet	11 feet	0 feet	(Interior) 5 feet	0 feet

DRAFT LOT COVERAGE

Max Lot Coverage (R, OR)	Max Lot Coverage (other)
70%	100%

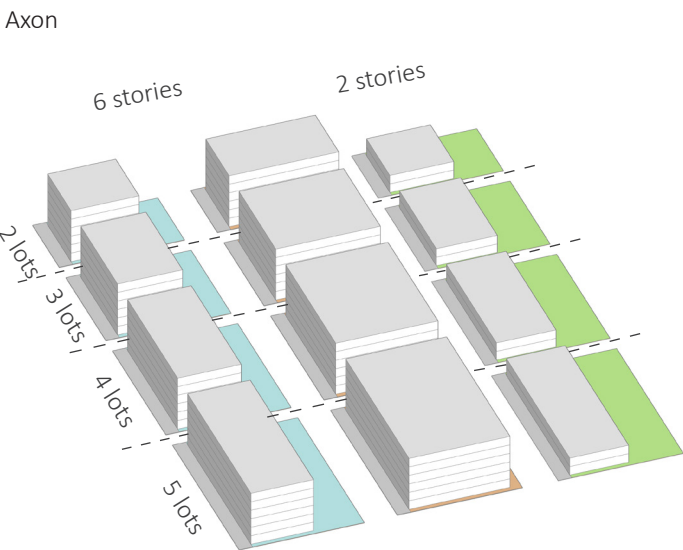
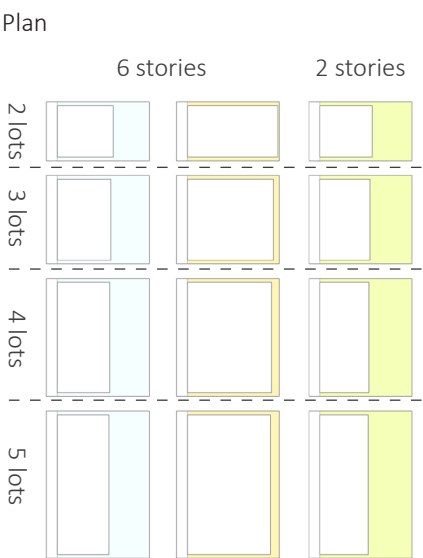
DRAFT REGULATIONS SKETCHUP STUDY

R, OR districts



\*Massings show maximum achievable FAR based on setbacks & lot coverage

All other districts



\*Massings show maximum achievable FAR based on setbacks & lot coverage

Base FAR Maximum    Max FAR with all bonuses    Min FAR    1 lot = 5,000 SF

EXAMPLE PROJECT

1400 Nicollet Ave - [Staff report](#)

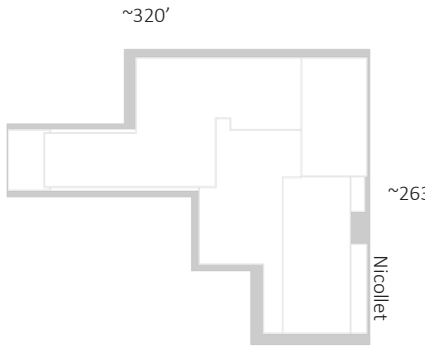


Image: Apartments.com

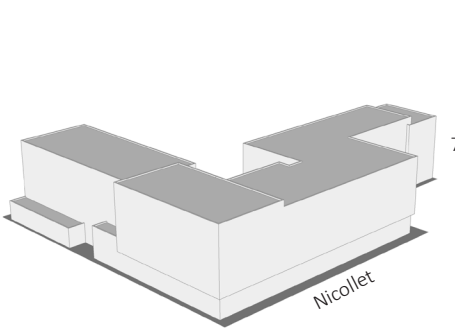
FAR	FAR w/Parking	Lot SF	Building SF	Stories	Units
3.55	4.1	53,050 SF	190,253 SF	6	232

Similar existing district: C3A (2.7 FAR)

Plan

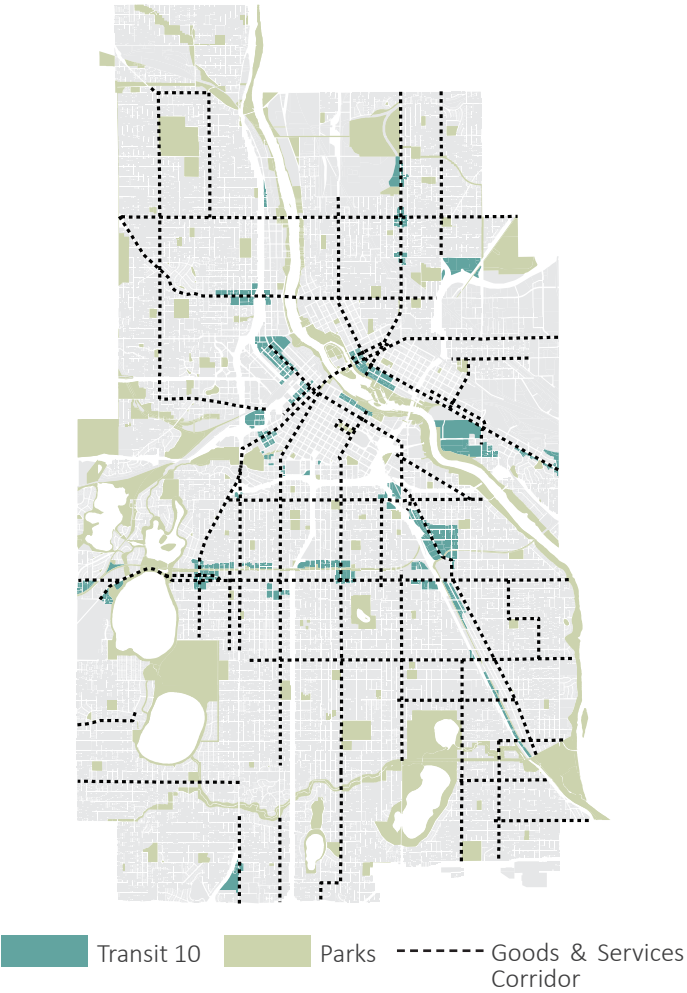


Axon



TRANSIT 10

BUILT FORM MAP



DESCRIPTION

The Transit 10 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 10 district should reflect a variety of building types on both moderate and large sized lots. Building heights should be 2 to 10 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 Transit 10 district. Requests to exceed 10 stories will be evaluated on the basis of whether or not a taller building is a reasonable means for further achieving Comprehensive Plan goals.

DRAFT FAR REGULATIONS

Base Zoning District	Base FAR Maximum	Max FAR with all bonuses	Min FAR	1 Bonus	2 Bonus	3 Bonus	Bonus % of base	Max/Base	FAR Recent Averages (Mean)	FAR Recent Averages (Median)	FAR Recent High Approved
				Max of 3 bonus. Value = 0.8 per bonus							
R, OR	5	7.4	1	5.8	6.6	7.4	16%	1.45	7-10 story buildings: 4.17	4.28	7.98 (Warehouse Distr.); 5.31 (other)
All other districts	5.2	7.6	1	6	6.8	7.6	15.38%	1.46			

STORIES

Max Stories	Min Stories
10	2

DRAFT SETBACKS FOR A 110 FOOT TALL BUILDING

Front Yard (R,OR)	Side Yards (R,OR)	Rear Yard (R,OR)	Front Yard (other)	Side Yards (other)	Rear Yard (other)
15 feet	(Interior) 19 feet	19 feet	0 feet	(Interior) 5 feet	0 feet

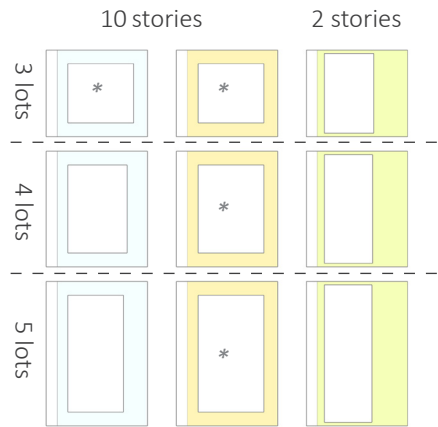
DRAFT LOT COVERAGE

Max Lot Coverage (R, OR)	Max Lot Coverage (other)
80%	100%

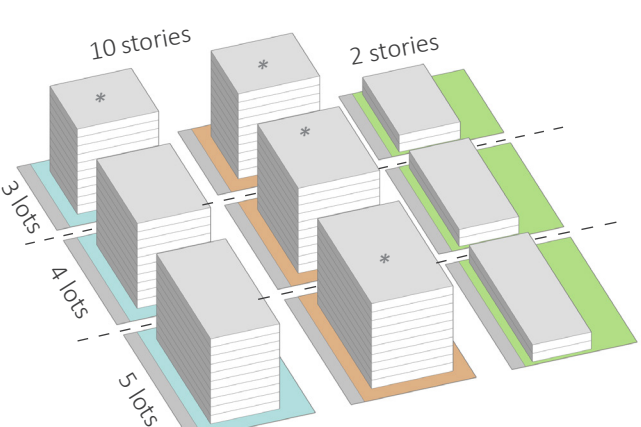
DRAFT REGULATIONS SKETCHUP STUDY

R, OR districts

Plan



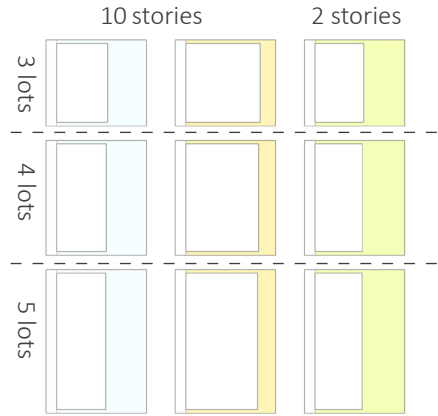
Axon



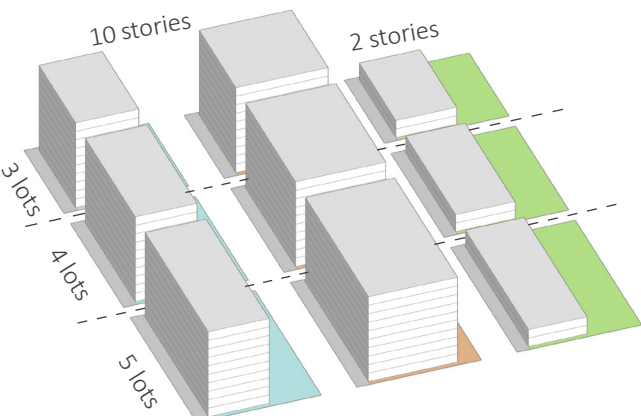
\*Massings show maximum achievable FAR based on setbacks & lot coverage

All other districts

Plan



Axon



Base FAR Maximum    Max FAR with all bonuses    Min FAR    1 lot = 5,000 SF

EXAMPLE PROJECT

3012 Excelsior Blvd

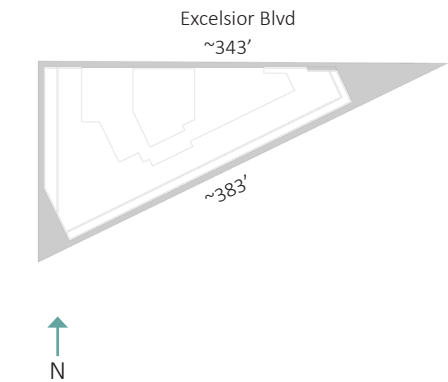


Image: Apartments.com

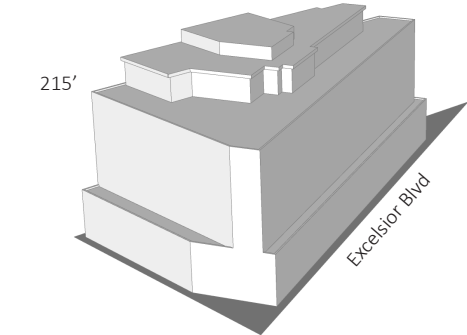
FAR	FAR w/Parking	Lot SF	Building SF	Stories	Units
4.57	5.13	27,746 SF	126,716 SF	10	20 + 51 hotel

Similar existing district: N/A

Plan



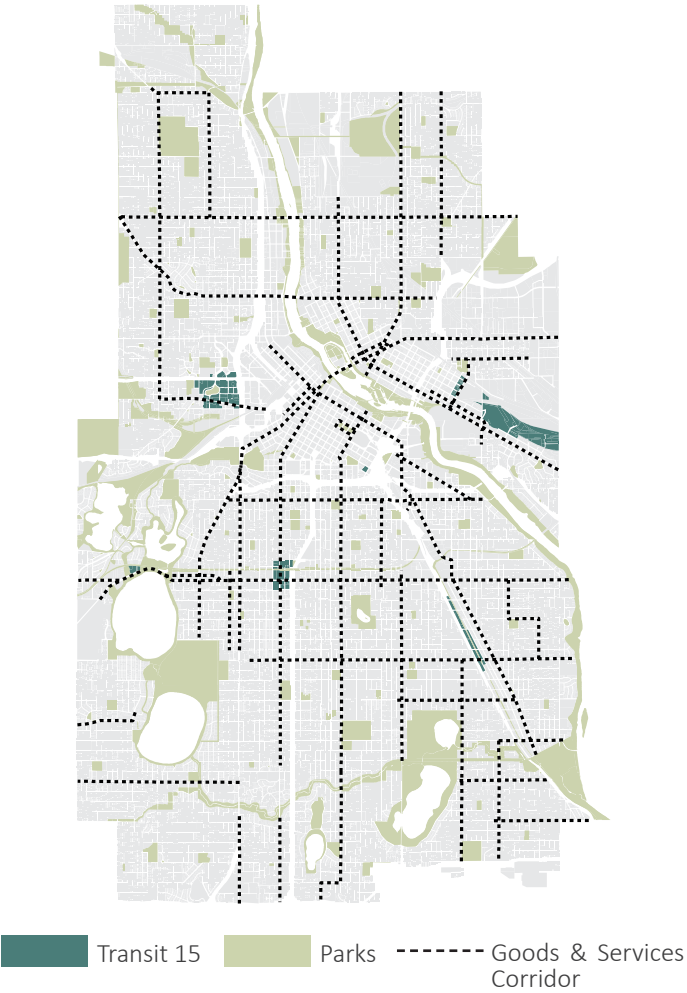
Axon



TRANSIT 10

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.

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.

DRAFT FAR REGULATIONS

Base Zoning District	Base FAR Maximum	Max FAR with all bonuses	Min FAR	1 Bonus	2 Bonus	3 Bonus	Bonus % of base	Max/Base	FAR Recent Averages (Mean)	FAR Recent Averages (Median)	FAR Recent High Approved
				Max of 3 bonus. Value = 0.9 per bonus							
R, OR	6	8.7	1.5	6.9	7.8	8.7	15%	1.45	11-15 story buildings: 3.82	3.95 (small sample size)	4.02 (small sample size)
All other districts	6.2	8.9	1.5	7.1	8	8.9	14.50%	1.46			

STORIES

Max Stories	Min Stories
15	4

DRAFT SETBACKS FOR A 165 FOOT TALL BUILDING

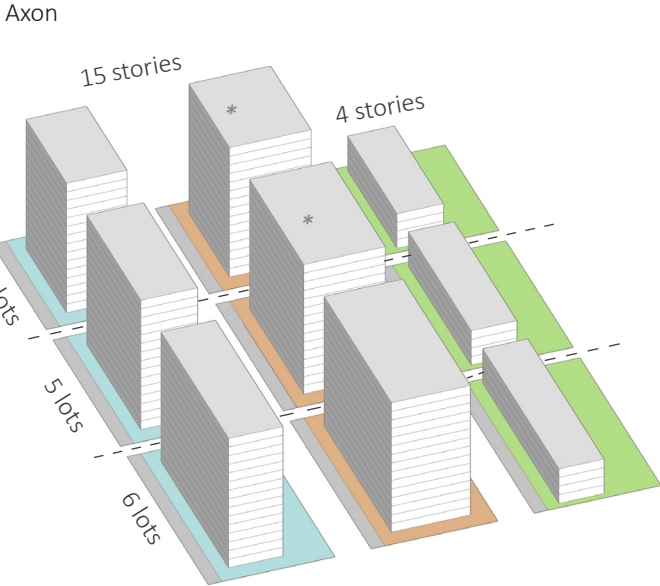
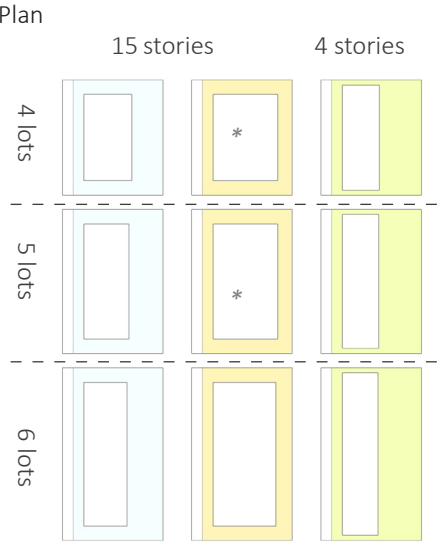
Front Yard (R,OR)	Side Yards (R,OR)	Rear Yard (R,OR)	Front Yard (other)	Side Yards (other)	Rear Yard (other)
15 feet	(Interior) 20 feet	20 feet	0 feet	(Interior) 5 feet	0 feet

DRAFT LOT COVERAGE

Max Lot Coverage (R, OR)	Max Lot Coverage (other)
80%	100%

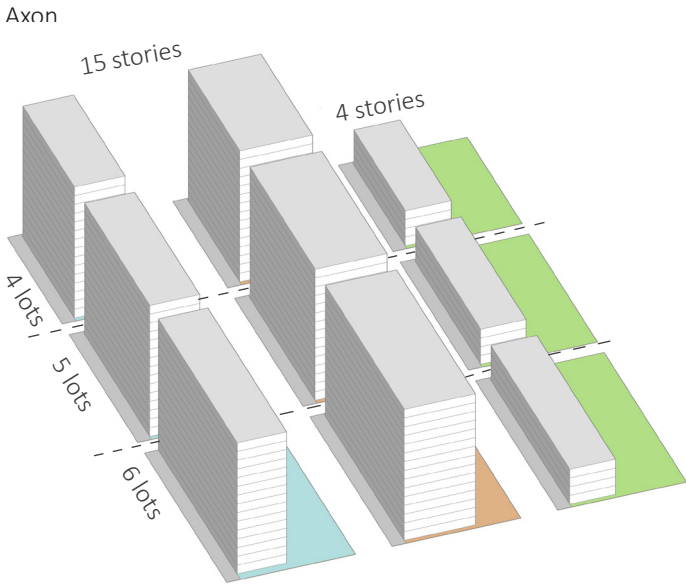
DRAFT REGULATIONS SKETCHUP STUDY

R, OR districts



\*Massings show maximum achievable FAR based on setbacks & lot coverage

All other districts



Base FAR Maximum Max FAR with all bonuses Min FAR 1 lot = 5,000 SF

EXAMPLE PROJECT

811 Washington

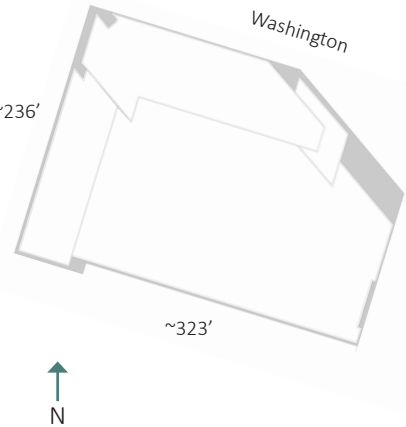


Image: Marriot.com

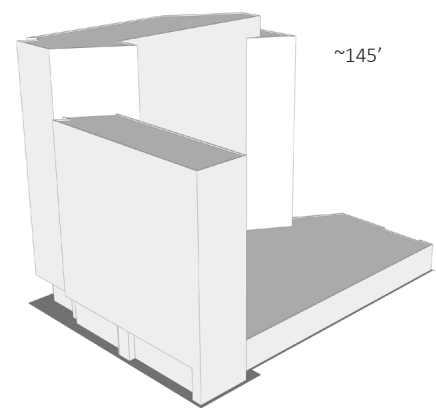
FAR	FAR w/Parking	Lot SF	Building SF	Stories	Units
4.02	4.8	SF	SF	14	171 DU/ 148 hotel

Similar existing district: N/A

Plan

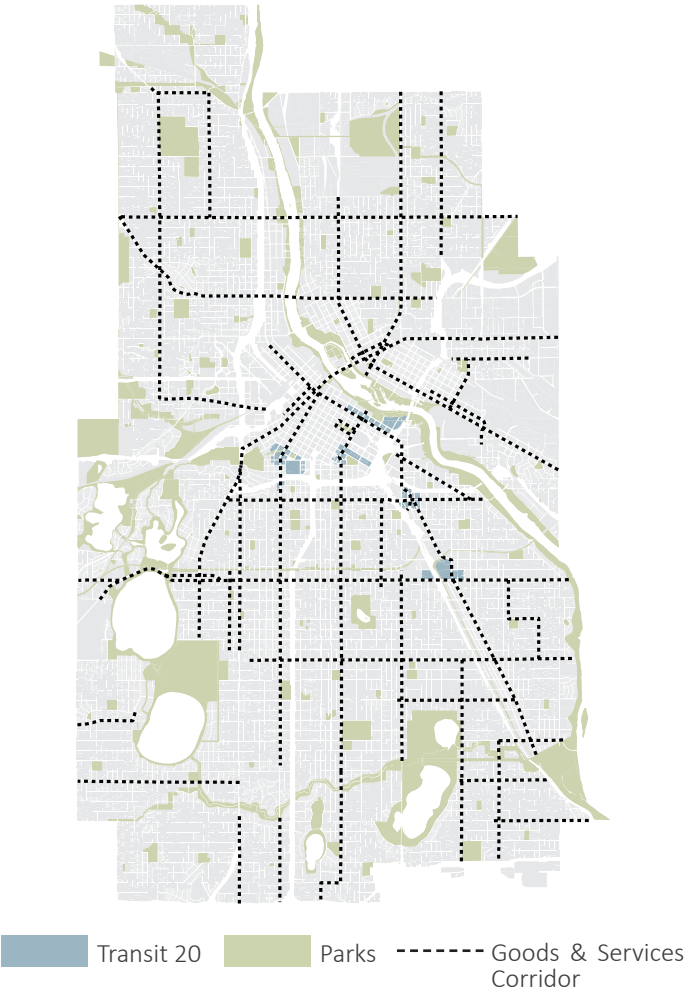


Axon



TRANSIT 20

BUILT FORM MAP



DESCRIPTION

The Transit 20 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 20 district should reflect a variety of building types on both moderate and large sized lots. Upper floors of taller buildings should be set back to increase access to light and air. Building heights should be 6 to 20 stories. Building heights should be at least 6 stories in order to best take advantage of the access to transit, jobs, and goods and services provided by the Transit 20 district. Requests to exceed 20 stories will be evaluated on the basis of whether or not a taller building is a reasonable means for further achieving Comprehensive Plan goals.

DRAFT FAR REGULATIONS

Base Zoning District	Base FAR Maximum	Max FAR with all bonuses	Min FAR	1 Bonus	2 Bonus	3 Bonus	Bonus % of base	Max/Base	FAR Recent Averages (Mean)	FAR Recent Averages (Median)	FAR Recent High Approved
				Max of 3 bonus. Value = 1 per bonus							
R, OR	7	9.8	2	7.8	8.8	9.8	14.70%	1.44	16-20 story buildings: 6.65	6.19 (small sample size)	9.14 (small sample size)
All other districts	7.2	10	2	8	9	10	14.30%	1.42			

STORIES

Max Stories	Min Stories
20	6

DRAFT SETBACKS FOR A 220 FOOT TALL BUILDING

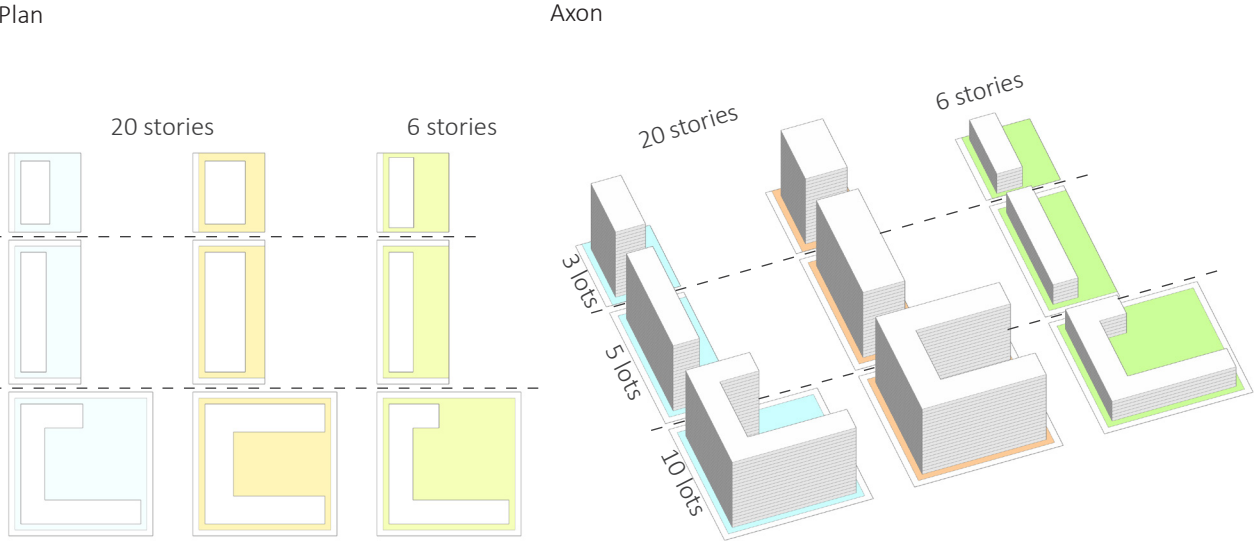
Front Yard (R,OR)	Side Yards (R,OR)	Rear Yard (R,OR)	Front Yard (other)	Side Yards (other)	Rear Yard (other)
15 feet	(Interior) 20 feet	20 feet	0 feet	(Interior) 5 feet	0 feet

DRAFT LOT COVERAGE

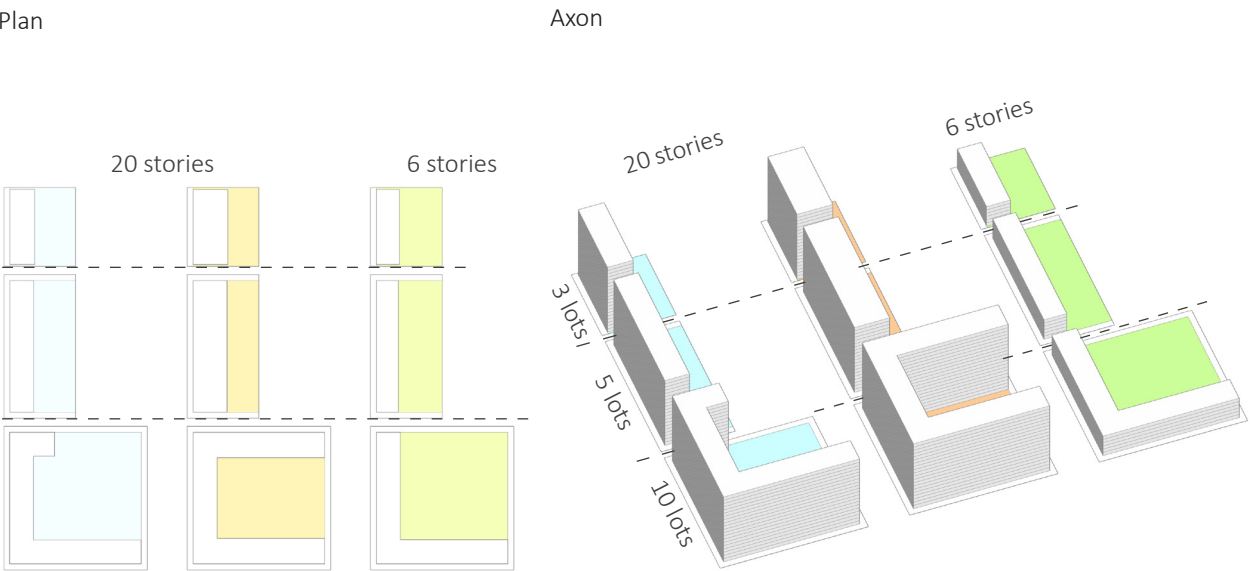
Max Lot Coverage (R, OR)	Max Lot Coverage (other)
80%	100%

DRAFT REGULATIONS SKETCHUP STUDY

R, OR districts



All other districts



Base FAR Maximum Max FAR with all bonuses Min FAR 1 lot = 10,890 SF

EXAMPLE PROJECT

813 Portland Ave - [Staff report](#)

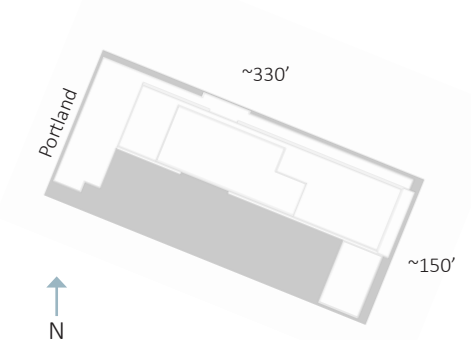


Image: ESG Architects

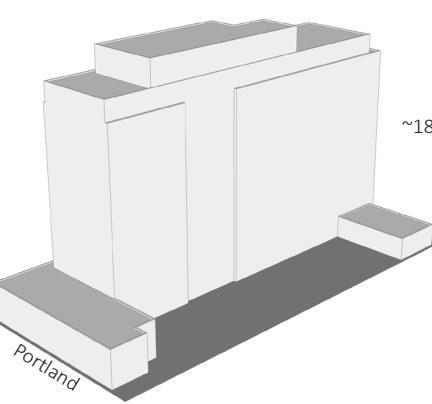
FAR	FAR w/Parking	Lot SF	Building SF	Stories	Units
8.36	8.45	49,500 SF	415,000 SF	18	350

Similar existing district: N/A

Plan

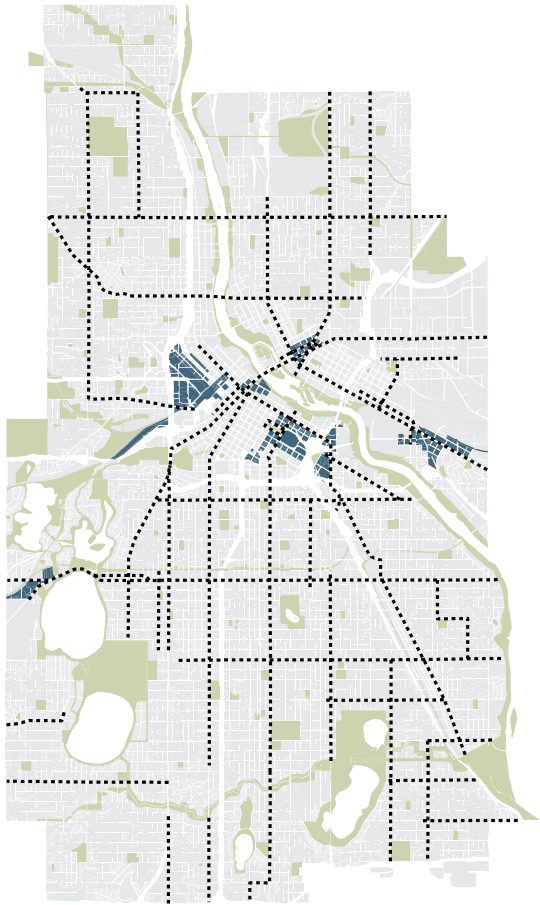


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TRANSIT 30

BUILT FORM MAP



Transit 30 Parks Goods & Services Corridor

DESCRIPTION

The Transit 30 district is typically applied along high frequency transit routes, adjacent to METRO stations, in neighborhoods near downtown, and adjacent to the downtown office core.

Built Form Guidance: New and remodeled buildings in the Transit 30 district should reflect a variety of building types on both moderate and large sized lots. Upper floors of taller buildings should be set back to increase access to light and air. Building heights should be 10 to 30 stories. Building heights should be at least 10 stories in order to best take advantage of the access to transit, jobs, and goods and services provided by the Transit 30 district. Requests to exceed 30 stories will be evaluated on the basis of whether or not a taller building is a reasonable means for further achieving Comprehensive Plan goals.

DRAFT FAR REGULATIONS

Base FAR Maximum	Max FAR with all bonuses	Min FAR	1 Bonus	2 Bonus	3 Bonus	Bonus % of base	Max/Base	FAR Recent Averages (Mean)	FAR Recent Averages (Median)	FAR Recent High Approved
			Downtown premiums							
8.0	TBD	3	-	-	-	-	-	21-30 story buildings: 8.86	9.7	17.53

STORIES

Max Stories	Min Stories
30	10

DRAFT LOT COVERAGE

Max Lot Coverage (R, OR)	Max Lot Coverage (other)
100%	100%

EXAMPLE PROJECT

240 Hennepin - [Staff report](#)

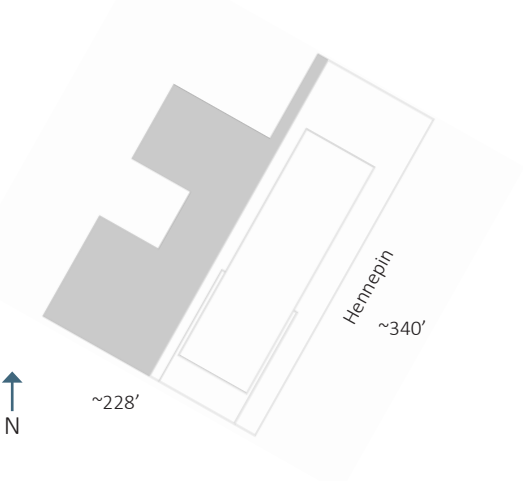


Image: Tushie Montgomery Architects

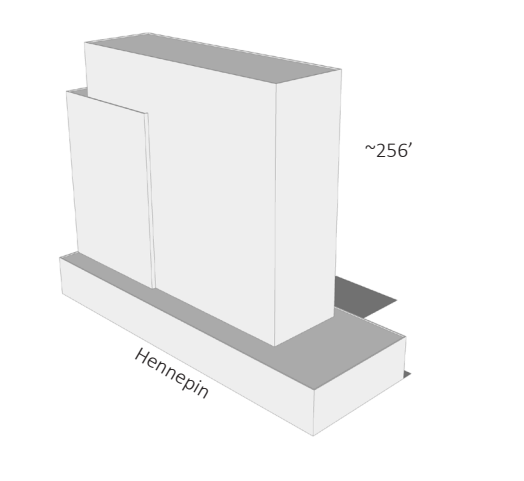
FAR	FAR w/Parking	Lot SF	Building SF	Stories	Units
8.3	8.86	42,413 SF	351,805 SF	21	

Similar existing district: B4-1 (8 FAR)

Plan

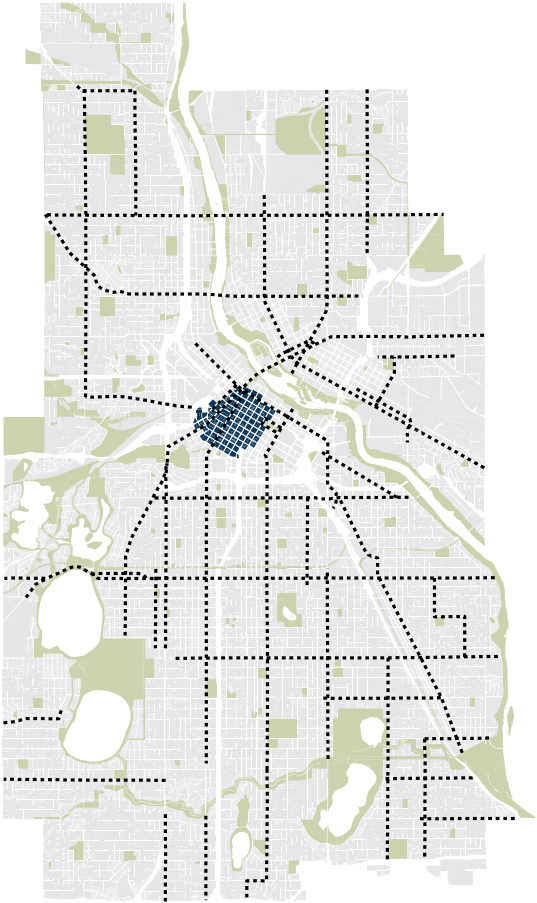


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CORE 50

BUILT FORM MAP



Core 50 Parks Goods & Services Corridor

DESCRIPTION

The Core 50 district is applied in the downtown central business district. The district supports the office core as the center of the region’s economy by allowing the largest building types in the city.

Built Form Guidance: New and remodeled buildings in the Core 50 district should reflect a variety of building types on both moderate and large sized lots, with multiple buildings per block. The Core 50 district supports the office core as the center of the region’s economy, with the largest building types in the city. Building heights should be at least 10 stories, with no maximum.

DRAFT FAR REGULATIONS

Base FAR Maximum	Max FAR with all bonuses	Min FAR	1 Bonus	2 Bonus	3 Bonus	Bonus % of base	Max/Base	FAR Recent Averages (Mean)	FAR Recent Averages (Median)	FAR Recent High Approved
			Downtown premiums							
16	TBD	4	-	-	-	-	-	31 stories and taller: 8.37	7.6 (small sample size)	12.73 (small sample size)

STORIES

Max Stories	Min Stories
No Maximum	10

DRAFT LOT COVERAGE

Max Lot Coverage (R, OR)	Max Lot Coverage (other)
100%	100%

EXAMPLE PROJECT

250 Nicollet Mall - [Staff report](#)

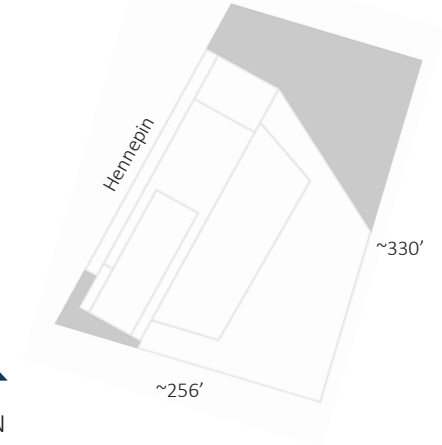


Image: Smallwood, Reynolds, Stewart, Stewart

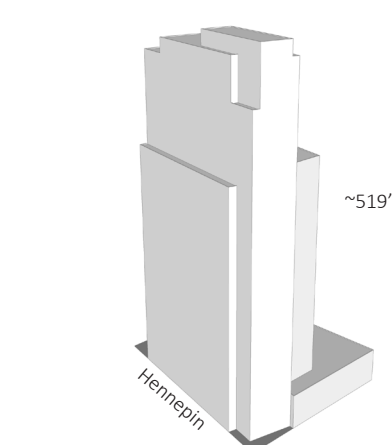
FAR	FAR w/Parking	Lot SF	Building SF	Stories	Units
12.73	Underground	74,502 SF	948,505 SF	35	-

Similar existing district: B4-2 (16 FAR)

Plan

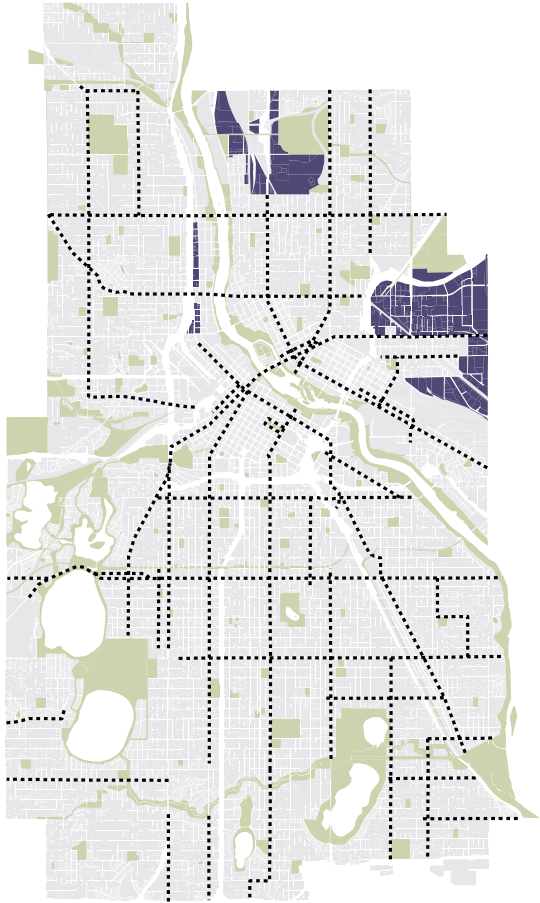


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PRODUCTION

BUILT FORM MAP



Production Parks Goods & Services Corridor

DESCRIPTION

The Production district is typically applied in areas of the city that are intended for the long term preservation of production, transportation, and job generating uses.

Built Form Guidance: New and remodeled buildings in the Production built form district should reflect a variety of building types, usually on large sized lots. Building heights should be 1 to 10 stories. Requests to exceed 10 stories will be evaluated on the basis of whether or not a taller building is a reasonable means for further achieving Comprehensive Plan Goals

DRAFT FAR REGULATIONS

Base FAR Maximum	Max FAR with all bonuses	Min FAR	1 Bonus	2 Bonus	3 Bonus	Bonus % of base	Max/Base	FAR Recent Averages (Mean)	FAR Recent Averages (Median)	FAR Recent High Approved
			Max of 3 bonuses. Value = 0.75 per bonus							
3	5.25	-	3.75	4.5	5.25	25%	1.75	-	-	-

STORIES

Max Stories	Min Stories
10	1

DRAFT SETBACKS FOR A 110 FOOT TALL BUILDING

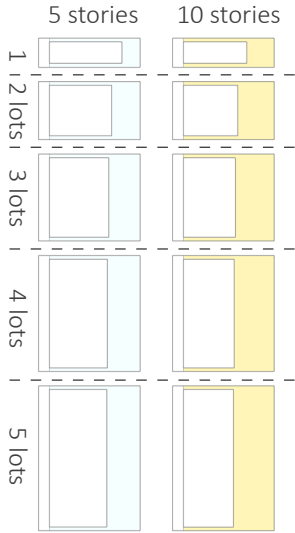
Front Yard (R,OR)	Side Yards (R,OR)	Rear Yard (R,OR)	Front Yard (other)	Side Yards (other)	Rear Yard (other)
-	-	-	0 feet	(Interior) 5 feet	0 feet

DRAFT LOT COVERAGE

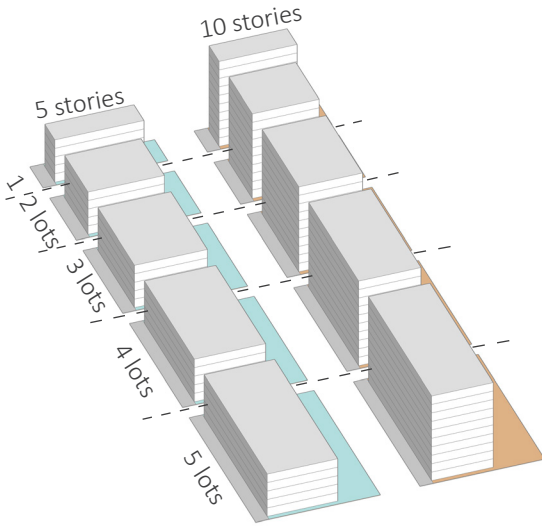
Max Lot Coverage (R, OR)	Max Lot Coverage (other)
100%	100%

DRAFT REGULATIONS SKETCHUP STUDY

Plan



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Base FAR Maximum Max FAR with all bonuses Min FAR 1 lot = 5,000 SF

EXAMPLE PROJECT

1977 W River Rd N

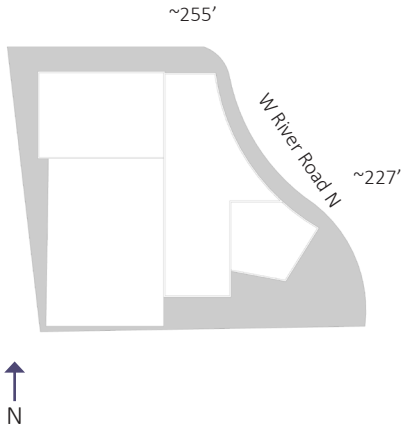


Image: DC Group

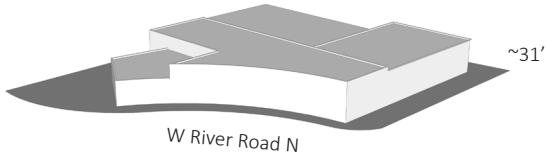
FAR	FAR w/Parking	Lot SF	Building SF	Stories	Units
0.7	1.22	57,278 SF	42,700 SF	2	-

Similar existing district: I1, I2, I3 (2.7 FAR)

Plan



Axon



# Comment on the Draft Built Form Regulations

Visit the Built Form Rezoning Study page on Minneapolis2040.com to leave [comments](#). Feedback can be submitted on the website or at any of the virtual meetings.

You may also [sign up](#) online to get reminders about upcoming events.