

**Decision Table K: Floor Area Ratio (FAR) Requests**

*Testimony included requests for both increases and decreases in FAR. Generally, the highest FARs in Portland are applied in the Central City plan district to support its role as the region’s premier center for jobs, cultural amenities, health and human services, and urban living. The staff recommendations are consistent with multiple objectives of the Central City 2035 Plan including:*

- *Locating the largest floor area ratios along the Transit Mall and high-capacity transit lines;*
- *Varying building bulk across the Central City;*
- *Generally, stepping down allowed building bulk to the Willamette River and neighborhoods adjacent to the Central City; and*
- *Ensuring that building bulk is compatible within historic districts.*

**Contents of Decision Packet K: FAR**

- Decision Table K
- Map K3-5 and Map K6

**Items Marked for PSC Discussion**

- K3, K4 and K5

Ref #	Comment #	Commenter(s)	District	Proposed draft	Request(s)	Staff recommendation	Staff rationale	Discuss?	PSC decision
K1	20301, 20314, 20347, 20350, 20351, 20378, 20403, 20413, 20416, 20418, 20420, 20475, 20559, 20881, 20974, 20997, 21023, 21027	Tracy Prince--Goose Hollow/Foothills League, William Galen, Richard Rahm, Tom Neilsen, Wendy Rahm, Wendy Rahm, Daniel Salomon, Deborah O'Neill, Wendy Rahm, Tom Neilsen, Richard Rahm, Sheila & Gary Seitz, Daniel Salomon, Suzanne Lennard, Deanna Mueller-Crispin, Peter R. Meijer, Deanna Mueller-Crispin, Suzanne Lennard	West End  <b>Area:</b> Entire subdistrict	<b>FAR:</b> 8:1 and 9:1 (Existing: 8:1 and 9:1)  <b>Reference:</b> Volume 2A: Part 1 Central City Plan District, Map 510-2, p. 323-325.	<b>FAR:</b> 7:1  Lower FAR and height will create a step-down from the downtown to the more modest West End, Goose Hollow and University District.	<b>Retain Proposed Draft version.</b>	<ul style="list-style-type: none"> <li>• Currently, FARs to the east of the West End rise to 9:1, 12:1 and 15:1 and to the west they are 6:1 and 4:1 in Goose Hollow. A maximum FAR of 8:1 in most of the district, with 9:1 in the northeastern portion of the district adjacent to the commercial core, preserves a transition from the highest densities in the core to lower densities on the edges of the Central City.</li> <li>• Metro has set average density targets to meet the demand for the forecasted future population. For the Central City this goal is 250 people/acre. This density goal recognizes the Central City as the most appropriate location in the region for the largest building scales and highest population density.</li> </ul>	<input type="checkbox"/>	<input type="checkbox"/> Support staff rec.  <input type="checkbox"/> Other
K2	20663	Downtown Development Group	West End  <b>Area:</b> Entire subdistrict	<b>FAR:</b> 8:1 and 9:1 (Existing: 8:1 and 9:1)  <b>Reference:</b> Volume 2A: Part 1 Central City Plan District, Map 510-2, p. 323-325.	<b>FAR:</b> 9:1 throughout subdistrict  The portion proposed for 8:1 FAR and CX zone should be consistent with the similar area to the west with 9:1. The area north of SW Salmon currently allows 9:1. Do not reduce FAR to 8:1.	<b>Retain Proposed Draft version.</b>	<ul style="list-style-type: none"> <li>• Currently, FARs to the east rise to 9:1, 12:1 and 15:1 and to the west they are 6:1 and 4:1 in Goose Hollow. A maximum FAR of 8:1 in most of the district, with 9:1 in the northeastern portion of the district adjacent to the commercial core, preserves a transition from the highest densities in the core to lower densities on the edges of the Central City.</li> <li>• Additional FAR is available through the bonus and transfer system.</li> </ul>	<input type="checkbox"/>	<input type="checkbox"/> Support staff rec.  <input type="checkbox"/> Other

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Ref #	Comment #	Commenter(s)	District	Proposed draft	Request(s)	Staff recommendation	Staff rationale	Discuss?	PSC decision
K3 and Map K3-5	20322, 20889	Wim Wievel--PSU, Oregon Pacific Investment and Development	University District/ South Downtown	<b>FAR: 6:1</b> (Existing: 6:1)  <b>Reference:</b> Volume 2A: Part 1 Central City Plan District, Map 510-2, p. 323-325.	1. <b>FAR: 9:1</b> 2. <b>FAR: 8:1</b>  Increased FAR will provide opportunities for growth and better urban form and take advantage of excellent transit infrastructure.	<b>Increase FAR: 9:1</b>	<ul style="list-style-type: none"> <li>This area corresponds to the southern extension of the Transit Mall and the addition of light rail in 2009. Staff is proposing to increase the maximum height to 460' here.</li> <li>Increased FAR and the potential for denser mixed use development in this area is supported by high levels of transit service and other urban infrastructure and will help accommodate the Central City's forecasted share of housing and employment growth.</li> <li>This area was considered for increased FAR and transportation modeling in the West Quadrant Plan and Proposed Draft 2035 Plan (see p. 322). While final modeling results are expected in January, early indications are that the transportation system can accommodate this increased FAR request.</li> </ul>	<input checked="" type="checkbox"/>	<input type="checkbox"/> Support staff rec.  <input type="checkbox"/> Other
	20189	Ernest Tipton  BPS Staff	<b>Area:</b> South Transit Mall						
K4 and Map K3-5	20322	Wim Wievel—PSU  BPS Staff	University District/ South Downtown	<b>FAR: 4:1</b> (Existing: 2:1)  <b>Reference:</b> Volume 2A: Part 1 Central City Plan District, Map 510-2, p. 323-325.	<b>FAR: 6:1</b>  Increased FAR will provide opportunities for better urban form and take advantage of excellent transit infrastructure.	<b>Increase FAR: 6:1</b>	<ul style="list-style-type: none"> <li>This area is adjacent to the recently completed Lincoln Station on the MAX orange line. Additional FAR is appropriate in this area of excellent transit infrastructure.</li> <li>This area was considered for increased FAR during the Discussion Draft phase and was proposed for transportation modeling in the Proposed Draft (see p. 322). While final modeling results are expected in January, early indications are that the transportation system can accommodate this increased FAR request.</li> </ul>	<input checked="" type="checkbox"/>	<input type="checkbox"/> Support staff rec.  <input type="checkbox"/> Other
K5 and Map K3-5	20889	Oregon Pacific Investment and Development	University District/ South Downtown	<b>FAR: 4:1</b> (Existing: 2:1)  <b>Reference:</b> Volume 2A: Part 1 Central City Plan District, Map 510-2, p. 323-325.	<b>FAR: 6:1</b>  All other sites on this superblock have a 6:1 FAR.	<b>Increase FAR: 6:1</b>	<ul style="list-style-type: none"> <li>This area is adjacent to the recently completed Lincoln Station on the MAX orange line. Additional FAR is appropriate in this area of excellent transit infrastructure.</li> <li>While final modeling results are expected in January, early indications are that the transportation system can accommodate this increased FAR request.</li> </ul>	<input checked="" type="checkbox"/>	<input type="checkbox"/> Support staff rec.  <input type="checkbox"/> Other

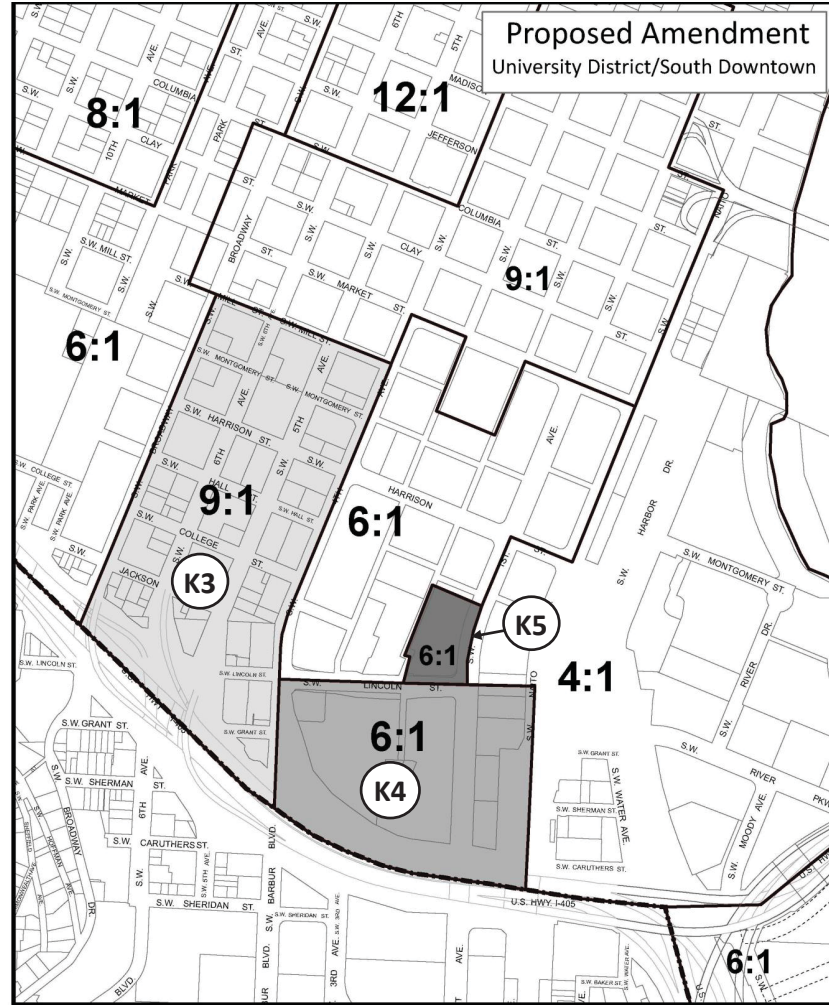
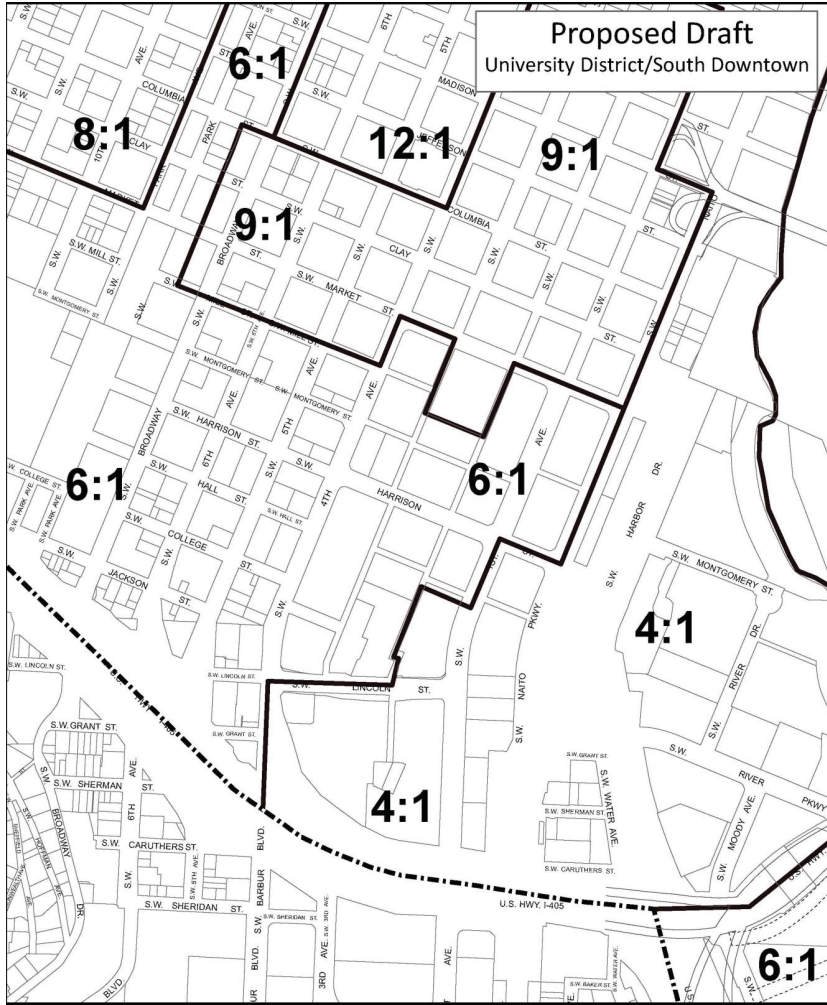
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Ref #	Comment #	Commenter(s)	District	Proposed draft	Request(s)	Staff recommendation	Staff rationale	Discuss?	PSC decision
K6		BPS Staff	Pearl District  <b>Area:</b> Bounded by the Broadway Bridge, NW Naito and 9 <sup>th</sup> in North Pearl	<b>FAR:</b> 2:1 (Existing: 2:1)  <b>Reference:</b> Volume 2A: Part 1 Central City Plan District, Map 510-2, p. 323-325.	<b>FAR:</b> 4:1	<b>Increase FAR: 4:1</b>	<ul style="list-style-type: none"> <li>As part of the North Pearl District Plan, staff determined that increased FAR in this area should be investigated and considered with future improvements to infrastructure. Since this time, there have been pairings of one-way streets and street car expansion in this area.</li> <li>Nearby areas on the west side of NW Naito already have a 4:1 FAR.</li> <li>A request for increased FAR at this site was received during the Discussion Draft public comment period. Staff proposed the area for transportation modeling in the Proposed Draft (see p. 322). While final modeling results are expected in January, early indications are that the transportation system can accommodate this increased FAR request.</li> </ul>	<input type="checkbox"/>	<input type="checkbox"/> Support staff rec.  <input type="checkbox"/> Other
K7	20306	John Southgate LLC; on behalf of Ken Unkeles and Tom Goldsmith	Pearl District  <b>Area:</b> West of NW Front in NW corner of Pearl District	<b>FAR:</b> 2:1 (Existing: no limit, zoned IH)  <b>Reference:</b> Volume 2A: Part 1 Central City Plan District, Map 510-2, p. 323-325.	<b>FAR:</b> 4:1  Increased FAR and height will allow dense future redevelopment that supports many CC2035 policy goals.	<b>Retain Proposed Draft version.</b>	<ul style="list-style-type: none"> <li>This area is at the very northern edge of the Central City, adjacent to industrial sanctuary to the west and north. Staff is concerned about potential transportation and other impacts on nearby industrial operations if FAR is increased.</li> <li>The site has the opportunity to gain a bonus FAR of 3:1.</li> <li>A similar approach has been taken to setting FARs in the EX zone near OMSI due to adjacent industrial zoning.</li> </ul>	<input type="checkbox"/>	<input type="checkbox"/> Support staff rec.  <input type="checkbox"/> Other
K8	20503	Colin Cortes	Pearl District  <b>Area:</b> US Post Office site	<b>FAR:</b> 7:1 (Existing: 4:1)  <b>Reference:</b> Volume 2A: Part 1 Central City Plan District, Map 510-2, p. 323-325.	<b>FAR:</b> 6:1  6:1 is the same as area to the south and southeast.	<b>Retain Proposed Draft version.</b>	The Proposed Draft 7:1 FAR is consistent with the Broadway Corridor Framework Plan, adopted by City Council in 2015.	<input type="checkbox"/>	<input type="checkbox"/> Support staff rec.  <input type="checkbox"/> Other
K9	20663	Downtown Development Group	Old Town/Chinatown  <b>Area:</b> 87 SW Stark	<b>FAR:</b> 4:1 (Existing: 4:1)  <b>Reference:</b> Volume 2A: Part 1 Central City Plan District, Map 510-2, p. 323-325.	<b>FAR:</b> 9:1  Site is outside the Skidmore/Old Town historic district but has the same 4:1 FAR as properties in the district. Property should have the same 9:1 FAR as nearby properties outside the district.	<b>Retain Proposed Draft version.</b>	To be consistent with other areas along Naito and adjacent to the river, the FAR on this site is proposed to remain 4:1, with the potential to bonus. The nearby sites with 9:1 FAR are west of SW 1 <sup>st</sup> and not adjacent to Naito.	<input type="checkbox"/>	<input type="checkbox"/> Support staff rec.  <input type="checkbox"/> Other

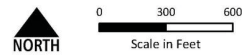
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Ref #	Comment #	Commenter(s)	District	Proposed draft	Request(s)	Staff recommendation	Staff rationale	Discuss?	PSC decision
K10	20300 20378	Arch. Heritage Center Wendy Rahm	Downtown  <b>Area:</b> N-S strip 1 to 2 blocks east of SW Park	<b>FAR:</b> 6:1, 12:1 and 15:1 (Existing: 6:1, 12:1 and 15:1)  <b>Reference:</b> Volume 2A: Part 1 Central City Plan District, Map 510-2, p. 323-325.	<b>FAR:</b> 9:1  Lower height and FAR will create greater step-down from downtown corporate district to the West End.	<b>Retain Proposed Draft version.</b>	This area abuts the Transit Mall and is part of the downtown commercial core, long planned for the largest buildings in the Central City and region.	<input type="checkbox"/>	<input type="checkbox"/> Support staff rec. <input type="checkbox"/> Other
K11	20663	Downtown Development Group	Central City	Floor area in residential use counts toward maximum FAR  <b>Reference:</b> Volume 2A: Part 1 Central City Plan District, 33.510.200, p. 47-53	Floor area above the maximum base FAR plus the initial 3:1 earned through bonuses should not count towards maximum FAR for a site if it is in residential use.	<b>Retain Proposed Draft version.</b>	<ul style="list-style-type: none"> <li>Staff recommends retaining the existing limit of 3:1 bonus FAR per site (with potential unlimited transfer of FAR to a site, subject to maximum height limits). Creating an exception for residential FAR would increase the <i>overall</i> pool of potential development in the Central City. This large increase would be difficult to quantify and model for transportation purposes and would provide less certainty about the future scale of building forms in Central City neighborhoods.</li> <li>The proposed CC2035 bonus floor area and height system is predicated on providing clear public benefits, with an emphasis on affordable housing and seismic improvements to historic structures. The requested exemption for residential development does not appear to support these goals.</li> </ul>	<input type="checkbox"/>	<input type="checkbox"/> Support staff rec. <input type="checkbox"/> Other

Map K3-5: University District/South Downtown



- November 28, 2016
- Central City Plan
  - District Boundary
  - FAR area boundary

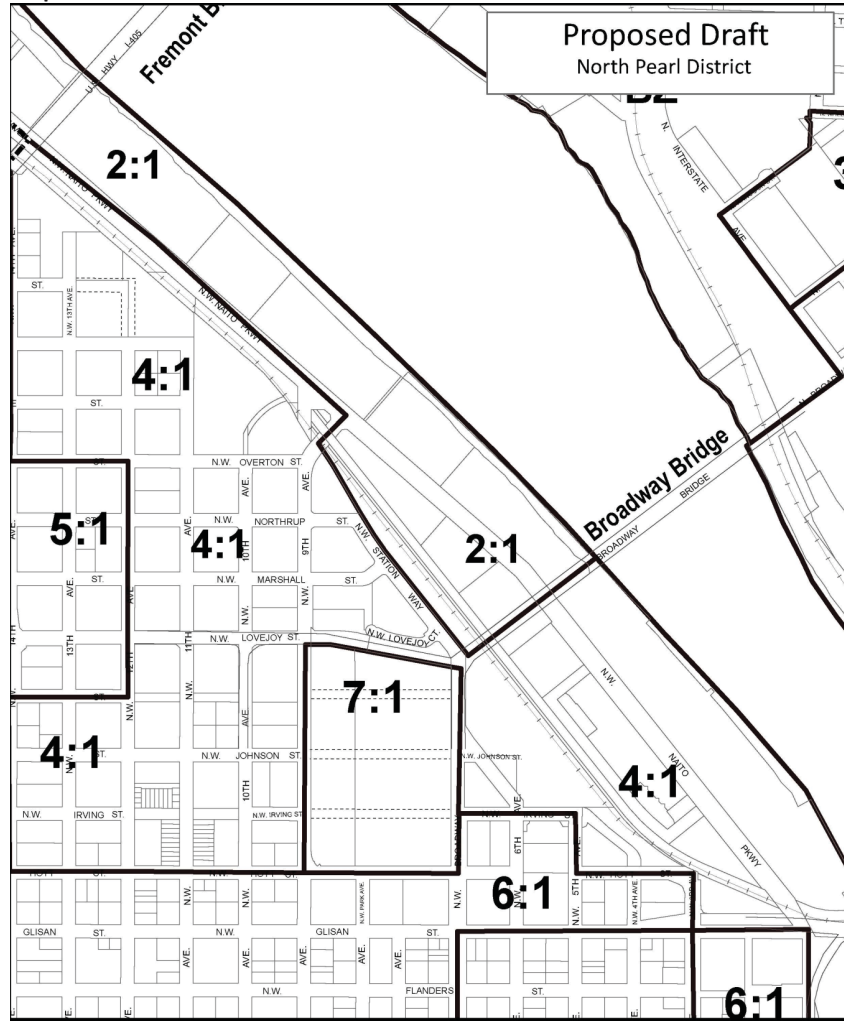


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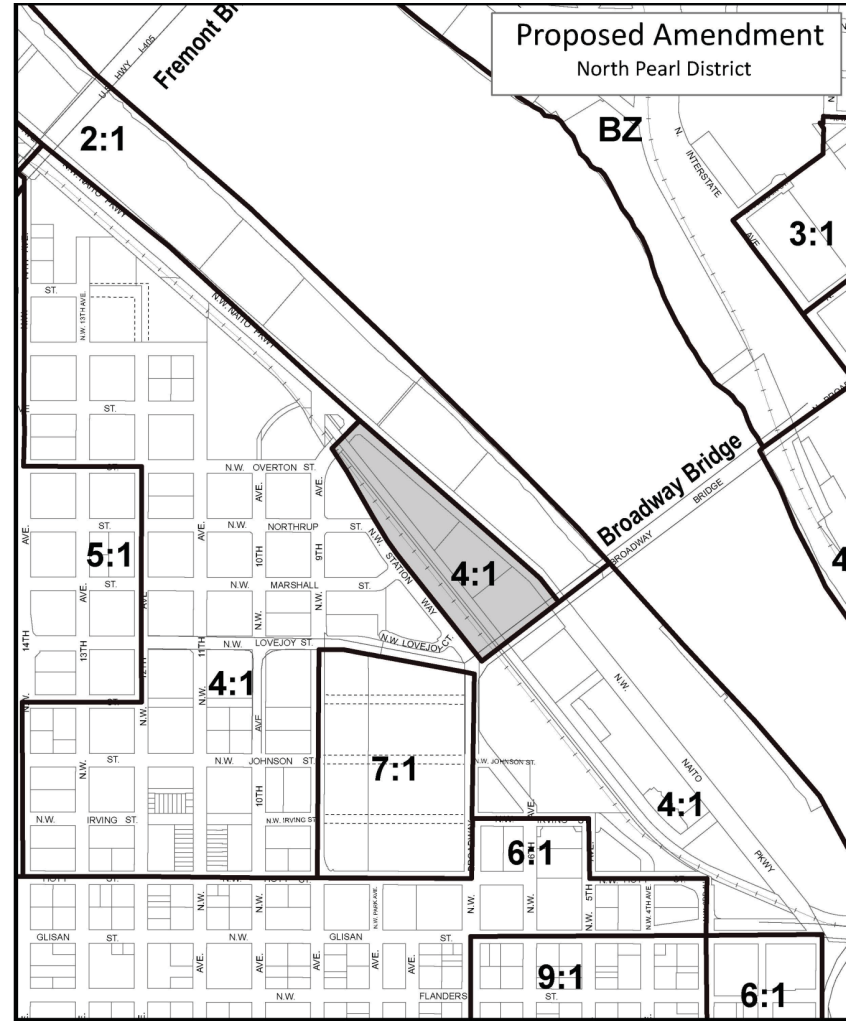
City of Portland, Oregon  
Charlie Hale, Mayor • Susan Anderson, Director

Map K6: North Pearl District



November 28, 2016

- Central City Plan District Boundary
- FAR area boundary
- Focus Area(s)



NORTH

0 300 600  
Scale in Feet

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City of Portland, Oregon  
Charlie Hales, Mayor • Susan Anderson, Director