

**Decision Table K. Floor Area Ratio (FAR) Requests – Carryover from January 10, 2017**

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:**

- Decision Table K

**Items Marked for Discussion:**

K11

Ref #	Comment #	Commenter(s)	Topic	Proposed draft	Request(s)	Staff recommendation	Staff rationale	Discuss?	PSC decision
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>	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 development potential in the Central City. This large increase would be difficult for the following reasons: <ul style="list-style-type: none"><li>• The current height and massing regulations meet urban design objectives in our plans. These regulations were not designed to work w/ unlimited FAR. Staff would need to reevaluate these if FAR is unlimited for residential use.</li><li>• PBOT will continue to assess transportation capacity of Central City streets. PBOT wants to move away from a capacity based evaluation metric to mobility, but that standard is still under development. So, capacity related evaluation and findings are still required.</li><li>• The new MMA removes system capacity concerns for ODOT but they will continue to assess safety concerns on freeway off ramps.</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 checked="" type="checkbox"/>	<input type="checkbox"/> Support staff rec.  <input type="checkbox"/> Other