

ORDINANCE No.

188631

Amend the Central City Plan District to increase height and floor area ratio limits on the United States Postal Service site (Ordinance; amend Code Section 33.510 and Ordinance No. 175163)

The City of Portland Ordains:

Section 1. The Council finds:

General Findings

1. In 1988, the Portland City Council adopted the *Central City Plan* as the long-range policy framework for managing growth in the Central City while enhancing its economic vitality and livability (Ordinance No. 160606).
2. In 1995, the City Council adopted the *River District Plan* as an amendment to the *Central City Plan*, including policies and implementation actions supporting the revitalization and redevelopment of the River District, including direction for City acquisition of the United States Postal Service site (USPS site) (Ordinance No. 168702 and Resolution No. 35384).
3. In 1998, the City Council approved the *River District Urban Renewal Plan*, to help implement the goals and policies of the *River District Plan* and revitalize the River District. City Council directed the Portland Development Commission, doing business as Prosper Portland, to administer the implementation of the plan (Ordinance No. 172808 and subsequently amended).
4. In 2000, the City Council adopted the *Union Station Clock Tower-Related FAR and Height Limitation Study* which provided an overview of policy and inventory documents that locate key views of the historic Union Station Clock Tower, including a partial view down NW Johnson Street. The study recommended that the NW Johnson Street view of the Clock Tower be addressed when the USPS site redevelops and the rights-of-ways are established through the site. (Ordinance No. 175163).
5. In 2015, the City Council adopted the Central City 2035 *West Quadrant Plan*, as guidance for the Central City 2035 Plan ("CC2035 Plan"), an update of the *Central City Plan* (Resolution No. 37115). The plan provides land use, urban design, and transportation policies and implementing actions for the western half of the Central City, including the Pearl and Old Town/Chinatown Districts. The plan calls for Prosper Portland and partners to relocate the United States Post Office and redevelop the USPS site with a high-density mix of employment, possibly institutional/education uses and new city attractions including the provision of civic parks, open space amenities and signature connections between the Pearl District and Old Town/Chinatown, and between the North Park Blocks and the Broadway Bridge.
6. The acquisition and redevelopment of the USPS site has long been envisioned by the general public, elected officials, and adopted land use and development plans as one of the most significant redevelopment sites in Portland's Central City.
7. In April 2015, City Council adopted the *Broadway Corridor Framework Plan* ("Framework Plan") (Resolution No. 37165) which provided greater certainty regarding Prosper Portland's and the City's development objectives, desired public investments and financial capacity to acquire and redevelop the USPS site. In addition, the Framework Plan included a proposal for increased maximum density and height, to be incorporated into the CC2035 Plan and further refined in a future Master Plan.

8. The Framework Plan was completed with direction from a multi-disciplinary consultant team and significant stakeholder participation including a Technical Advisory Committee, Stakeholder Advisory Committee, and extensive regional public input that was the result of innovative public involvement strategies.
9. In November 2015, the City Council agreed to provide general fund-secured interim financing to make available resources for Prosper Portland to undertake the acquisition of the USPS site and other project priorities, which will be repaid from the River District URA program income, including amounts received from any transaction on the USPS site (Ordinance No. 187434).
10. The Portland Housing Bureau (PHB) contributed to the acquisition of the USPS site and controls development rights sufficient to provide approximately 700 units of affordable housing, or thirty percent of the contemplated residential development, to be delivered through the Inclusionary Housing program and investment by PHB.
11. The USPS site, with increased maximum height and FAR, has the capacity to provide additional resources for a range of public benefits, including transportation and open space; and shared prosperity including affordable housing.
12. Prosper Portland, in coordination with the PHB and the Mayor's Office, has initiated a robust community engagement process to inform the solicitation for a development partner, community benefit priorities, and a master plan for the USPS site and surrounding Broadway Corridor, building upon the findings of the Framework Plan and additional planning work that is underway.
13. On May 23, 2017, the Planning and Sustainability Commission (PSC) approved forwarding the CC2035 Plan on to City Council for consideration. Within the Plan, the PSC recommended increased heights and FAR on the USPS site consistent with the Framework Plan and the requirement to complete a master plan.
14. On June 20, 2016 notice of the *Proposed Draft* CC2035 Plan was mailed to the Department of Land Conservation and Development in compliance with the post-acknowledgement review process required by OAR 660-18-0020.
15. On June 24, 2016, a notice of the July 26, 2016 PSC public hearing on the *Proposed Draft* CC2035 Plan was sent to the project's mailing list, individuals and organizations who requested such notice, and other interested parties.
16. On June 24, 2016, approximately 21,000 notices of the *Proposed Draft* CC2035 Plan and PSC hearing were sent to all property owners potentially affected by proposed zoning map and code changes, as required by ORS 227.186. Property owners received a separate notice for each property potentially affected by the proposal.
17. A public notice of the September 7, 2017 Portland City Council public hearing on the CC2035 Plan was sent on August 23, 2017 to the project's mailing list, those who testified to the PSC, individuals and organizations who requested such notice and other interested parties.
18. The *Recommended Draft* CC2035 Plan includes an increase in maximum FAR on the USPS site from 4:1 to 7:1, and an increase in maximum building height from 75' to 250' south of NW Johnson and from 75' to 400' north of NW Johnson. However, due to community interests, together with marketing and funding contingencies, Prosper Portland must begin marketing USPS site properties

ahead of the anticipated March 2018 effective date of the CC2035 Plan, which has prompted the need for early adoption of increased height and FAR limits for the USPS site.

19. In order to facilitate early implementation of development plans for the USPS site, this ordinance will amend Zoning Code Map 510-2 to increase the floor area ratio for the site from 4:1 to 7:1 and to amend Zoning Code Map 510-3 to increase the maximum building height from 75' to 400' north of NW Johnson Street and 250' south of NW Johnson Street as shown in Exhibit A, *US Postal Service Site Maximum FAR and Height Amendments*, attached to this Ordinance.
20. An economic, social, environmental and energy (ESEE) analysis was completed to evaluate the height and FAR increases. The *ESEE Analysis for the Proposed Map Amendments Regulating the Post Office Site in Couch's Addition*, Attached as Exhibit B, recommends that conflicting uses be limited by designing the NW Johnson Street extension and nearby buildings to preserve views of the Union Station Clock Tower from NW Johnson Street. The ESEE analysis also finds that, while increased heights would impact but not obstruct views of the Clock Tower from other viewpoints, the benefits of future development on the USPS site outweigh the impacts to the views, and that other viewpoints evaluated in the ESEE would maintain a view of the Central City skyline.

Findings on Statewide Planning Goals

21. The Zoning Code requires the city to find that text amendments are consistent with the Statewide Planning Goals. Only the applicable Statewide Goals that apply to this request are addressed below.
22. **Goal 1, Citizen Involvement**, requires provision of opportunities for citizens to be involved in all phases of the planning process. The CC2035 public involvement process has engaged citizens on the expected heights and FAR for this area. These amendments are substantially similar to the development allowances provided to the property as part of the CC2035 Plan. In addition, there have been numerous opportunities for public involvement, including:
 - The *West Quadrant Plan*, a guiding document for the CC2035 Plan as it affects the west side of the Willamette River, adopted by the City Council by Resolution #37115 on 3/5/15 has an extensive public outreach process. The plan specifically addresses the vision and policies for the redevelopment of the USPS site as part of the Pearl District planning.
 - Throughout its decision-making process to redevelop the USPS site as a part of the Framework Plan, Prosper Portland engaged the public, including community residents and business leaders; established a Stakeholder Advisory Committee (SAC); held open houses and created an interactive project website: <http://prosperportland.us/portfolio-items/broadway-corridor-framework-plan/>. The SAC met a total of four times, on June 15, 2015; June 30, 2015; July 21, 2015; and September 8, 2015 to provide timely input and review proposals as the Prosper Portland's planning process was underway.
 - Assuming the request for modification of the maximum allowable FAR and height increase is approved by the City, Prosper Portland plans to continue its public outreach, with broader public input sought at Steering Committee meetings (already underway), open houses, community presentations and other recognized means to solicit public input as the project evolves.
 - City Council hearing conducted on September 7, 2017. This goal is met.

23. **Goal 2, Land Use Planning**, requires the development of a process and policy framework that provides the basis for all local land use decisions and assures that these decisions are based on an understanding of the facts relevant to the decision. The proposed amendment request supports this Statewide Planning Goal because:
- a) The *Portland Zoning Code* (Title 33) implements the policies of the *Portland Comprehensive Plan* to ensure that all local land use decisions are based on sound factually-based decision making. Chapter 33.740, Legislative Procedure, of the *Portland Zoning Code* establishes the legal procedures for the processing of a proposed amendment, such as this request to modify the maximum FAR on Map 510-2 (Map 1 of 3) and maximum height on Map 510-3 (Map 1 of 3), of the Central City Plan (Chapter 33.510) for the USPS site. The proposed amendment request is an early implementation of allowances contained in the CC2035 Plan and is based on detailed ESEE analysis of the proposed changes and the effects on the adjacent historic resource. Moreover, the proposed amendment complies with the intent of this goal as it addresses the applicable requirements, standards and approval criteria for the proposed amendment contained in the following Title 33 regulations:
 - Comprehensive Plan Map Amendments (Chapter 33.810)
 - Goal, Policy, and Regulation Amendments (Chapter 33.835)
 - Zoning Map Amendments (Chapter 33.855)
 - Plan Districts in General (Chapter 33.500)
 - b) The proposed amendment also is supportive of applicable policies, goals and objectives contained in a number of policy and planning documents. These documents were available for public review throughout the planning process and include:
 - *Downtown Plan* (1972)
 - *Central City Plan* (1988)
 - *River District Plan* (1995)
 - *The River District Design Guidelines* (1996)
 - *Scenic Resources Protection Plan* (1991)
 - *Union Station Clock Tower-Related FAR and Height Limitations Study* (2000)
 - *River District Right-of-Way Standards* (1996), *Updated in 2004 and 2012. Adopted by City Council. Ordinance No. 1851222*
 - *Central City 2035 Concept Plan. Adopted by City Council October 24, 2012.*
 - *Central City Concept Plan (2012, Updated 2015)*
 - *West Quadrant Plan* (2015)
 - *Broadway Corridor Framework Plan. Adopted by City Council November 5, 2015.*
 - *Central City 2035 West Quadrant Plan. Adopted by City Council March 5, 2015.*
 - *Central City 2035 Plan (2017) (Approved by Portland Planning and Sustainably Commission May 2017)*
 - *Scenic Resources Inventory: Central City (Winter 2017) – not yet adopted by Council*
 - c) This amendment has been coordinated with affected government entities including Prosper Portland (PDC), and the Portland Housing Bureau. Also, the findings below addressing Portland *Comprehensive Plan Goal 1, Metropolitan Coordination*, and its related policies and objectives also demonstrate compliance with this goal. This goal is met.
24. **Goals 3 and 4, Agricultural Lands and Forest Lands**, require the preservation and maintenance of the state's agricultural and forest lands, generally located outside of urban areas. These goals are not

applicable, but in any case, the proposed amendment is supportive of these Statewide Planning Goals because it supports the increased density of development on the USPS site in the River District, where higher densities and maximum heights are being proposed as part of the *2035 Comprehensive Plan* now under development to utilize land, infrastructure and transportation investments more efficiently. This in turn reduces the need to expand the Regional Urban Growth Boundary (UGB), therefore, preserving rural lands outside the UGB for agricultural and forest uses. This goal is met.

25. **Goal 5, Open Space, Scenic and Historic Areas, and Natural Resources**, requires the conservation of open space and the protection of natural, scenic and historic resources. The proposed amendment is supportive of this Statewide Planning Goal because it balances the benefits of density and development efficiency against the need to preserve scenic views to Union Station's Clock Tower, which has been designated as a scenic resource as the component of the historically-designated Union Station that is visible from multiple parts of the Central City. This balancing is achieved through the Economic, Social, Environmental and Energy (ESEE) Analysis prepared as part of this amendment. The analysis found that the significant economic, social, environmental and energy benefits of increased FAR and height at the site outweigh the adverse impacts on the views of the Union Station Clock Tower for all views except the view from NW Johnson Street.. The view of the Clock Tower from NW Johnson Street will be protected through a combination of street layout and building massing and design through mandatory Design Review and Superblock provisions. This goal is met.
26. **Goal 6, Air, Water, and Land Resource Quality**, requires the maintenance and improvement of the quality of air, water and land resources. The proposed amendment supports this Statewide Planning Goal because the increase in the maximum allowable FAR and height on the USPS site will allow the construction of buildings with over 3.8 million gross square feet (gsf), allowing limited land resources to be used more efficiently in this already transit-rich, mixed-use district of the Central City, making fuller use of existing infrastructure and transportation investments. This, in turn, will improve air quality. Moreover, Prosper Portland will require development that meets LEED Gold certification, including building designs and operations to reduce, recycle and re-use water; minimize energy use and reduce air pollution. This goal is met.
27. **Goal 7, Areas Subject to Natural Hazards**, requires the state and local jurisdictions to identify potential natural hazards and proactively enact policies, plans and regulations to protect citizens from the adverse impacts of floods and earthquakes. The site is not vulnerable to flooding from the Willamette River because its eastern edge lies over 400' from the edge of the river's flood plain. The site is within an area mapped by the City as "high" in terms of Earthquake Hazard and "very high" in terms of Liquefaction Hazard. Geotechnical studies for nearby development on Block "U" determined that a thin layer of potentially-"liquefiable" soil can be mitigated with appropriate foundation design. There are no other potential natural hazards that affect the site. This goal is met.
28. **Goal 8, Recreation**, requires the provision of necessary recreational facilities to serve the recreational needs of the citizens and visitors. As expressed in the 2015 Framework Plan, the two-block extension of the North Park Blocks will provide additional pedestrian/recreational amenities as the North Park Blocks are a major downtown and regional facility. By extending this linear park into the USPS site, Prosper Portland is both bringing more park space to the River District and providing a missing link in the Green Loop, a future 6-mile linear open space that will connect Central City neighborhoods. Moreover, a multi-modal transportation network is focused upon the USPS site, reinforcing it as a gateway into the Central City. Completing the NW Johnson Street right-of-way (ROW) with a pedestrian and bicycle link will establish the site as a gateway from the west. This goal is met.

29. **Goal 9, Economic Development**, requires provision of adequate opportunities for a variety of economic activities vital to public health, welfare and prosperity. The proposed amendment supports this Statewide Planning Goal because:
- a) The Economic Opportunity Analysis adopted by City Council in June 2016 identifies the site as “underutilized” on the Buildable Land Inventory (BLI) Capacity Map. Achieving a high degree of employment-related development on the site would help meet much of the City’s Central City employment goals as shown in the Broadway Framework Plan.
 - b) The redevelopment of the USPS site will bring money into the economy from short-term construction jobs, professional design and construction services, and purchase of building materials and other supplies. The Framework Plan estimates the project will be constructed in two phases, and that redevelopment will result in \$113 million in residual land value and \$40 million of publicly/privately funded public infrastructure.
 - c) The CC2035 Plan identifies this as an opportunity site for the creation of a high-density employment center and signature city attractions, such as the two-block extension of the North Park Blocks. This plan will soon be in front of City Council for consideration, and if adopted, will require acknowledgement from the LCDC before becoming effective.
 - d) There are economic efficiencies due to location. Designated for intense development, The USPS site is located within a critical distance of the Central Business District’s (CBD) government, business, cultural and institutional centers of activity that make additional building capacity for non-residential uses extremely beneficial, creating important scales of economy.
 - e) The CC2035 Plan, which is still under consideration by City Council, calls for the acquisition and redevelopment of the USPS site to meet affordable housing, economic development, transportation and open space goals. The Framework Plan anticipates approximately 3.8 million gsf including 2,400 new households, a minimum of 30% of which are to be designated for affordable housing, and 4,000 jobs on the 14-acre site which would require 400 acres of land and \$105 million of public infrastructure investment if developed at lower density on the urban fringe. Redevelopment of the Broadway Corridor provides the opportunity to capture a significant amount of the additional jobs and downtown housing over the next 20 years and to stimulate similar growth in the adjacent Old Town/Chinatown, while improving connections between existing parks. Thus, *the preferred concept* from the Framework Plan seeks to provide development at an FAR of approximately 7:1, but with 17% of the site occupied by streets and 11% by public open space. This goal is met.
30. **Goal 11, Public Facilities and Services**, requires planning and development of a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for development. The proposed amendment supports this Statewide Planning Goal by more fully utilizing existing physical infrastructure such as water, sanitary sewer and stormwater treatment as well as police, fire, emergency and medical services. This goal is met.
31. **Goal 12, Transportation**, requires provision of a safe, convenient and economic transportation system. The proposed amendment supports this Statewide Planning Goal because the USPS site is already well-served by regional and local transit networks. The preferred concept in the Framework Plan incorporates new public parks, streets and pedestrian/bicycle corridors, more fully integrating the site into surrounding neighborhoods. Bound by NW 9th Ave to NW Broadway and from NW Hoyt to NW Lovejoy Streets, the USPS site has the following transit access:

determined that if the City implements transit and multi-model improvements as envisioned in the West Quadrant plan and proposed as part of the CC2035 Plan, which is currently under consideration by Council, then the trips generated by the preferred concept of the will not have a significant impact on transportation facilities.

These findings found in Appendix 7 of the Framework Plan determined that the plan would increase households by about 2,795 households. Due to measures to increase non-automobile mode split levels in the area, total trips from the development program would generate 5,100 additional daily trips. This is a minor increase in the number of automobile trips the network accommodates on a daily basis and would not degrade intersection performance or reduce transit reliability.

The City determines that the transportation system can support FAR increases in the Post Office portion of the Broadway Corridor plan area in tandem with increases in street connectivity and other measures to increase the use of non-automobile transportation modes. Any negligible impacts that the assumed growth and additional trips generated by the land use change are addressed by existing TSP and RTP strategies, projects, programs and plans.

Section 660-012-0060(6) of the TPR states that “in determining whether proposed land uses would affect or be consistent with planned transportation facilities as provided in 0060 (1) and (2), local governments shall give full credit for potential reduction in vehicle trips for uses located in mixed-use, pedestrian-friendly centers, and neighborhoods”

The proposed increases meet this requirement since the USPS site is located within the Central City, an area that has a managed transportation system and high density development. The West Quadrant Plan (2014) established an aggressive district mode share target of 85%. The surrounding area enjoys high street connectivity and high household and employment densities, further encouraging short trips by alternative transportation modes. In addition, the amendment affects a site in the Central City that has a multi-modal transportation infrastructure with a higher-than-average proportion of transit, bicycle and walking trips than elsewhere in the region. Maximum parking ratios for new development in the River District (RD) 2 Parking District of the Central City Plan are stringent to provide a disincentive to build excessive trip-end parking and, thus, further encourage the use of alternative transportation modes. The findings for *Portland Comprehensive Plan* Goal 6, Transportation, and its relevant policies also demonstrate that the proposed amendment is consistent with Goal 12 and the Transportation Planning Rule. This goal is met.

33. **Goal 13, Energy Conservation**, requires development of land use patterns that maximize the conservation of energy based on sound economic principles. The proposed amendment supports this Statewide Planning Goal because building at higher densities is more energy efficient by reducing heating and cooling costs. Moreover, Prosper Portland proposes to require development that meets LEED Gold Certification, which will involve the incorporation of construction and operational materials, techniques and practices that are designed to reduce energy consumption and water usage significantly. This goal is met.
34. **Goal 14, Urbanization**, requires provision of an orderly and efficient transition of rural lands to urban use. The proposed amendment supports this Statewide Planning Goal because the proposed development intensity on the site allows land already within the Regional UGB to be used more efficiently, which in turn slows down the need to expand the UGB. The findings for *Portland Comprehensive Plan* Goal 2, Urban Development, and Goal 3, Neighborhoods, and their related policies and objectives provided later in these findings also demonstrate the amendment supports Goal 14. This goal is met.

- a) Both the Green (Clackamas County/Central City/PSU) and Yellow (Expo Center/Central City/PSU) Light Rail Transit (LRT) Lines operate on the SW 5th/SW 6th Transit Mall Corridor, with stops at 6th Avenue/NW Hoyt Street (north-bound) and 5th Avenue/NW Glisan Street (south-bound), respectively, within one block of the site.
- b) The Center Loop and North/South Streetcar lines, which operate on the NW 10th/11th Avenues Corridor, with stops at NW Glisan Street and at NW Johnson within one to two blocks of the site.
- c) The #77 Bus Line, Broadway/Halsey from Montgomery Park to Troutdale runs on the NW Everett/NW Glisan Street Corridor within two blocks of the site.
- d) Moreover, this portion of the River District has a full complement of public sidewalks that provide safe access to all transit stations/stops.

The Framework Plan promotes a multimodal transportation system that is consistent with the City's Transportation System Plan, the Central City Plan and the Central City Transportation Management Plan. The amendment is consistent with this goal because the increased FAR and heights with access to transit, new pedestrian and bicycle connections and routes, and better vehicular circulation through increased street connectivity will promote high non-automobile mode splits. These actions are supportive of this statewide goal.

32. **Oregon Transportation Planning Rule (TPR)** requires certain findings if the proposed Comprehensive Plan Map Amendment, Zone Change or other regulation will affect an existing or planned transportation facility in a significant manner.

Section (660-012-0045) of the Transportation Planning Rule (TPR), adopted in 1991 to implement State Goal 12, requires local governments to adopt land use regulations that designate "types and densities of land uses adequate to support transit" and those that "reduce reliance on the automobile and allow transit-oriented developments on land along transit routes." The amendment supports these requirements by increasing the density allowed within the USPS site and within a zone intended to create mixed-use development. Because the Framework Plan promotes the creation of housing, employment, and institutional land uses within the study area, the Framework Plan is consistent with these requirements. The Framework Plan further proposes the expansion of bicycle, and pedestrian circulation and transit oriented development.

Section 660-012-0060(1) of the TPR requires "amendments to functional plans, acknowledged comprehensive plans, and land use regulations, which significantly affect a transportation facility," to ensure that allowed uses are consistent with the identified function, capacity, and performance standards of the affected facility. This requirement can be met by "adopting measures that demonstrate allowed land uses are consistent with the planned function, capacity, and performance standards of the transportation facility."

Comprehensive plan and zoning amendments proposed have been analyzed to ensure that significant impact to the transportation system will not occur. This analysis found no such impacts based on the amendments proposed, and because the Framework Plan proposes decreasing allowable parking ratios, expanding multi-modal transportation improvements, and circulation enhancements intended to ease existing congestion levels, the proposed increases plan is found to be consistent with the requirements of Section 660-012-0060(1).

In particular, Nelson Nygaard, transportation consultants, analyzed several land use and transportation scenarios for the development of the USPS site as part of the Framework Plan and

Findings on Metro Urban Growth Management Functional Plan

35. Metro's *Urban Growth Management Functional Plan (UGMFP)* has been developed by Metro, the Portland metropolitan regional government, to assist its 28 local jurisdictions to implement Statewide Planning Goals and the regional development vision. Only the applicable titles of UGMFP are addressed below.
36. **Title 1, Requirements for Housing and Employment Accommodation**, requires that each local jurisdiction contribute its fair share of housing and jobs by providing sufficient land at appropriate development densities to accommodate the 20-year projected growth within the region. In each jurisdiction including Portland, this requirement is to be generally implemented through jurisdiction-wide analysis based on calculated capacities from vacant land and redevelopment/infill based on existing zoning designations. As discussed earlier, redevelopment of the site is expected to accommodate approximately 10% of 20-year projected growth, including providing housing on the site for 2,400 households and accommodating 4,000 new jobs. The amendment is consistent with this title because it increases development capacity in Portland's Central City where several key transportation investments already are in place, significantly increasing transit capacity to support higher densities in a manner that minimizes new auto trips and parking demand. Thus, the amendment allows land already within the Regional UGB to be used more efficiently. The findings for Portland Comprehensive Plan Goal 2, Urban Development and Comprehensive Plan Goal 5, Economic Development, also demonstrate that the amendment is consistent with Title 1.
37. **Title 2, Regional Parking Policy**, This title has been repealed and the former Title 2 no longer applies to this ordinance.
38. **Title 7, Housing Choice**, establishes voluntary affordable housing production goals to be adopted by local governments to increase the supply of housing for households at all income levels. The proposed amendment is consistent with this title because PHB controls development rights for 16% of the USPS site, adequate to provide over 700 affordable housing units, or at least 30% of the projected 2,400 housing units to be developed on the site. The new affordable housing standard is triggered when 20 or more dwellings units are built. Once the requirement is triggered 10% of the units in the building must be built at 0-60% MFI or 20% of the units must be built at 0-80% MFI. This title is met.

Findings on Portland's *Comprehensive Plan*

39. The *City of Portland's Comprehensive Plan* is the policy document that establishes the basis for the City's land use planning and informs such implementing documents as the *Portland Zoning Code* (Title 33). The following analysis documents compliance only to those Comprehensive Plan goals, policies and objectives that are applicable to the proposed amendment, as follows.
40. **Goal 1, Metropolitan Coordination**, calls for the Comprehensive Plan to be coordinated with federal and state law and to support regional goals, objectives and plans as evidenced by the findings discussed below under the Urban Growth Management Functional Plan. The proposed amendment supports this goal because the process for adopting the amendment has included coordination with and notice to all other affected public agencies, as required by the applicable policies below.
41. Policy 1.1, Urban Growth Boundary, requires support of the concept of a regional UGB for the Portland metropolitan area. The proposed amendment, which increases the maximum allowable FAR

and height on The USPS site, supports this policy by increasing the density of development where existing infrastructure and transportation investments have been made to support such development, thus, reducing the need to expand the Regional UGB. This policy is met.

42. Policy 1.4, Intergovernmental Coordination, requires continuous participation in inter-governmental affairs with public agencies to coordinate metropolitan planning and maximize the efficient use of public funds. The proposed amendment supports this policy because the City and Prosper Portland have coordinated their efforts to undertake the necessary early adoption of the Zoning Code Map amendments in a manner that allows the development of the site in a timely fashion. This will permit the Prosper Portland to more quickly provide for the development of affordable housing, creation of job, and provision of additional transportation and public open space improvements.
43. **Goal 2, Urban Development**, calls for maintaining Portland's role as the major regional employment and population center by expanding opportunities for housing and jobs, while retaining the character of established residential neighborhoods and business centers. The proposed amendment supports this policy because the increase in the maximum height and FAR on The USPS site permits increased development potential on the block that is supported by existing infrastructure capacity, particularly recent investments in light rail transit (LRT) and Streetcar services, and is consistent with the development capacity of adjacent properties. By demonstrating compliance with the applicable policies below, this goal is met.
44. Policy 2.2, Urban Diversity, promotes a range of living environments and employment opportunities for Portland residents to attract and retain a stable and diversified population. The proposed amendment supports this policy because the increased development capacity on the USPS site resulting from the increased maximum FAR and height will 1) provide public open space by extending the North Park Blocks, complete a vital link in the Green Loop; 2) maximize housing and job opportunities in an area where significant mixed-use development already has occurred; and 3) permit Prosper Portland and the PHB to meet ambitious affordable housing requirements.
45. Policy 2.10, Downtown Portland, supports the reinforcement of the Downtown's position as the principal commercial, service, cultural and high-density housing center in the city and the region. The proposed amendment supports this policy because the construction of a new housing and commercial space increases the Central City's role as an employment center and provides an increase of affordable housing in a more cost-effective and energy-efficient manner.
46. Policy 2.12, Transit Corridors, provides for a mixture of jobs, housing, commercial uses, and recreation along Major Transit Routes, Major Transit Priority Streets, Transit Access Streets and Main Streets to support the use of transit. The proposed amendment supports this policy because the USPS site is located one block from the Transit Mall on NW 6th Avenue where the Yellow and Green LRT lines are located. These lines are immediately accessible from north- and south-bound transit stations at NW 6th Avenue/NW Hoyt Street and 5th Avenue/NW Glisan Street, respectively.
47. Policy 2.17, Transit Stations and Transit Centers, encourages high-density and mixed-used development patterns around transit stations and along transit corridors that take advantage of transit capacity and provide intra-district pedestrian and bicycle trips. The proposed amendment supports this policy because the USPS site is adjacent to the Yellow/Green LRT line's transit stops at NW 6th Avenue/NW Hoyt Street and 5th Avenue/NW Glisan Street, respectively. These transit investments have been made since the 1980 Comprehensive Plan Map was adopted, so there is now transit in place to support a higher development capacity on the block than anticipated at the time the Comprehensive Plan was adopted.

48. Policy 2.18, Transit-Supportive Density, supports the establishment of minimum floor area ratios for non-residential development around LRT stations of 0.5:1. The proposed amendment supports this policy because by increasing the maximum height from 75' to 250'/400' and maximum FAR from 4:1 to 7:1 to reflect the development character of the River District and relatively recent investments in transit service.
49. Policy 2.19, Infill and Redevelopment, encourages infill and redevelopment as a way to implement the Livable City growth principles and accommodate expected increases in population and employment per Metro projections. In addition, it encourages infill and redevelopment (refill) in the Central City around transit stations, along Main Streets, and as neighborhood infill in existing residential, commercial and industrial areas. The proposed amendment supports this policy because much of the USPS site is significantly under-utilized surface parking and vehicle storage. As stated earlier the Economic Opportunity Analysis adopted by City Council in June 2016 identifies the site as "underutilized" on the Buildable Land Inventory (BLI) Capacity Map. The proposed amendment increases the potential development capacity to ensure maximum utilization. Also, LRT and Streetcar investments have created additional transit carrying capacity to support the increase in residents and employees accommodated in higher-density developments. In addition, the view of the Union Station Clock Tower from NW Johnson St, which contributes to neighborhood identity and way-finding, will be protected.
50. Policy 2.20, Utilization of Vacant Land, provides for full utilization of existing vacant land except in those areas designated for open space. The proposed amendment supports this policy because much of the USPS site is significantly under-utilized surface parking and vehicle storage. As stated earlier the Economic Opportunity Analysis adopted by City Council in June 2016 identifies the site as "underutilized" on the Buildable Land Inventory (BLI) Capacity Map. The proposed amendment increases the potential development capacity to ensure maximum utilization. The amendment supports the policy by promoting the efficient use of urban land.
51. Policy 2.25 Central City Plan encourages continued investment within Portland's Central City while enhancing its attractiveness for living, working and recreating. Early implementation of the height and FAR increases will encourage timely investment into redeveloping the USPS site, a critical site due to its size and location in continuing to increase density for jobs and housing in the Central City. Once the CC2035 Plan, is adopted, acknowledged, and takes effect, implementation calls for the coordination of development and protection of Portland's citizens to enhance the Central City's special natural, cultural, economic and aesthetic attributes. The proposed amendment supports this policy because it increases the development capacity of the USPS site by increasing the maximum FAR and height, in keeping with the CC2035 Plan to encourage mixed-use development, utilization of existing infrastructure capacity and enhancement of civic and open spaces without adverse impacts on the Central City's cultural heritage, which in this case includes views of the historically-designated Union Station Clock Tower.
52. **Goal 3, Neighborhoods**, calls for the preservation and reinforcement of the stability and diversity of the city's neighborhoods while allowing for increased density. Currently, the USPS site is a superblock that does not allow public access through the site, effectively creating a non-neighborhood zone amidst the vibrant River District. Redeveloping the site will allow currently separated neighborhood areas to be knit together by new pedestrian paths, right-of-ways, and public open space. Further, the proposed amendment supports this policy because the increased density of development on the USPS site is in keeping with the mixed-use character and development densities in the surrounding River District. By demonstrating compliance with the policies below, this goal is met.

53. Policy 3.2, Social Conditions, calls for the provision and coordination of programs to promote neighborhood interest, concern and security and to minimize the social impact of land use decisions. The proposed amendment supports this policy because the proposed use of the USPS site includes new public open space; a mix of employment, which will provide jobs for city residents from within and outside the district; and housing, with at least 30% dedicated to affordable housing, to provide direct social benefits to district residents, while views of Union Station Clock Tower from NW Johnson Street will be protected via the Design Review process.
54. Policy 3.3, Neighborhood Diversity, promotes neighborhood diversity and security by encouraging diversity in age, income, race and ethnic background within the City's neighborhoods. The proposed amendment supports this policy because the Prosper Portland-led redevelopment of the USPS site will generate up to 2,400 new housing units, at least 30% of which will be affordable housing units (0%-60% MFI) to serve the district's low-income residents, therefore, improving their health, security and well-being.
55. **Goal 5, Economic Development**, calls for the promotion of a strong and diverse economy that provides a full range of employment and economic choices for individuals and families in all parts of the city. The proposed amendment supports this goal because it will permit a mixed-use development that will provide up to 4,000 new jobs. This is comparable to that of the rest of the Central City. By demonstrating compliance with the policies and objectives below, the proposal below, this goal is met. Also see findings for Statewide Planning Goal, Goal 9, Economic Development above.
56. Policy 5.1, Urban Development and Revitalization, Encourage investment in the development, redevelopment, rehabilitation and adaptive reuse of urban land and buildings for employment and housing opportunities. The proposed amendment supports this policy because its implementation permits full and appropriate redevelopment of the USPS site, the largest remaining under-utilized property in the Central City, in keeping with the "redevelopment" aspect of this policy.
57. Policy 5.1, Objective B supports programs and policies which serve to maintain Downtown Portland/Lloyd District as the major regional employment, cultural, business and governmental center. The proposed amendment supports this objective because the implementation of a higher maximum allowable FAR and height facilitates the site's redevelopment to an appropriate density in the River District that supports the overall goal of making the Central City a regional employment, business and housing center.
58. Objective F recognizes and supports environmental conservation and enhancement activities for their contribution to the local economy and quality of life for residents, workers and wildlife in the city. The proposed amendment supports this objective because development of the site will include an extension of the North Park Blocks, providing additional open space to enhance environmental values and improve recreational opportunities in the area. New street frontage improvements will also include stormwater management and furnishing zones that include street trees.
59. Policy 5.4, Transportation System, promotes a multi-modal, regional transportation system that stimulates and supports long-term economic development and business investment. The proposed amendment supports this policy because its implementation will allow increased development on the USPS site, and to connect the development with surrounding neighborhoods, which have excellent street connectivity and transit, bicycle and walking infrastructure. The findings for Statewide Planning Goal 12, Transportation, and the Portland Comprehensive Plan Goal, 6, Transportation and its relevant policies also demonstrate that the amendment supports this policy.

60. Objective D supports transit-supportive development and redevelopment along designated transit streets and in the vicinity of transit stations. The proposed amendment supports this objective because the east half of The USPS site is within a block of NW 6th Avenue, the north-bound route of the Transit Mall, and is accessible by stops at NW 6th Avenue/NW Hoyt Street and 5th Avenue/NW Glisan Street, respectively. Thus, a higher development density is both warranted and supportable.
61. **Goal 6, Transportation**, calls for developing a balanced, equitable and efficient transportation system that provides a range of transportation choices; reinforces neighborhood livability; supports a strong and diverse economy; reduces air, noise and water pollution; and lessens reliance on the automobile while maintaining accessibility. The amendment supports this goal because it increases development potential on the USPS site, which will be integrated with surrounding neighborhoods that have excellent street connectivity and transit, bicycle and walking infrastructure. A key link in the Green Loop, the USPS site will facilitate completion of this future, active transportation corridor between the North Park Blocks and the Broadway Bridge. The findings for Statewide Planning Goal 12, Transportation also demonstrate that the amendment supports this goal and its related policies.
62. Policy 6.18, Adequacy of Transportation Facilities, ensures that amendments to the Comprehensive Plan, including goal exceptions and map amendments, zone changes, conditional uses, master plans, impact mitigation plans and other land use regulations that change allowed land uses are consistent with the identified function and capacity of, and adopted performance measures for, affected transportation facilities. The proposed amendment supports this policy because the USPS site is one block from the NW Transit Mall, the transit capacity of which has been increased with the completion of the Green and Yellow LRT lines. In addition, the site lies about 4-5 blocks east of the NW 10th/11th Avenue Corridor that supports two Streetcar lines and the cross-town #77 bus line that runs on the NW Everett/Glisan Corridor.
63. Policy 6.19, Transit-Oriented Development, reinforces the link between transit and land use by encouraging transit-oriented development and supporting increased residential and employment densities along transit streets, at existing and planned LRT stations, and at other major activity centers. The proposed amendment supports this policy because the proposed increase in maximum allowable FAR and height will allow a significant increase in development capacity which can be supported by the additional transit capacity created by the completion of the Green and Yellow LRT lines on the Transit Mall, which the site abuts, as well as the NW 10th/NW 11th Avenue Corridor that supports two Streetcar lines. This is augmented by the #77 bus line, which runs in an east-west direction just south of the site. This policy is met as is the related objective below.
64. **Goal 7, Energy**, calls for promotion of a sustainable energy future by increasing energy efficiency in all sectors of the city. The proposed amendment supports this goal because it facilitates additional development in the River District of the Central City, an area that is well-served by existing urban infrastructure and transit and with significant concentrations of jobs, services and housing. The proposed preliminary development concept includes 4,000 jobs and 2,400 dwelling units, housing 3,100 residents in the Central City and facilitating use of transit and other transportation alternatives, thus reducing energy use.
65. Policy 7.4, Energy Efficiency through Land Use Regulations, requires the City to promote residential, commercial, industrial, institutional and transportation energy efficiency and the use of renewable resources. The proposed amendment supports this policy because 1) the development capacity created by increasing the maximum allowable FAR and height is inherently more energy efficient than creating smaller-scale development with the same capacity; 2) the site is located immediate within a block of high-capacity transit, the Yellow and Green LRT lines on the NW Transit Mall as well as

near both streetcar and bus service; and 3) Prosper Portland is required to developing buildings that attain LEED Gold Certification.

66. Objective A promotes land use patterns that increase energy efficiency in buildings and transportation systems by making energy efficiency a critical element when developing new or modifying existing zoning regulations and adopting the Comprehensive Plan Map. This objective applies to the following long-range planning efforts: Downtown, regional and neighborhood commercial service centers, and central industrial areas with a balance of complementary retail and employment activities. The proposed amendment supports this objective because the increase in the maximum allowable FAR and height promotes more efficient land use patterns, increasing the development capacity on the USPS site, which is located within a block of the NW Transit Mall and both north-/south-bound transit stations for the Green and Yellow LRT lines.
67. **Goal 8, Environment**, calls for the maintenance and improvement of the quality of Portland's air, water and land resources. By demonstrating compliance with the policies and objectives below, the proposed amendment supports this goal.
68. Policy 8.2, Central City Transportation Management Plan, calls for the maintenance and improvement of the quality of Portland's air, water and land resources. The amendment supports this goal because the ability to utilize the development capacity on the USPS site will allow limited land resources to be used more efficiently in a transit-rich, mixed-use district of the Central City that is well served by existing urban infrastructure and transit investments. This will increase the use of alternative transportation modes such as transit, biking and walking, in turn improving air quality.
69. Policy 8.4 Ride Sharing, Bicycling, Walking, and Transit, promotes the use of alternative modes of transportation such as ridesharing, bicycling, walking and transit throughout the metropolitan area. The proposed amendment supports this objective because the site is located immediately adjacent to the NW Transit Mall, within walking distance of streetcar and bus service, and will provide a key pedestrian/bicycle link in the completion of the Green Loop.
70. Policy 8.7, Land Use and Capital Improvements Coordination. Maintain coordination of land use planning and capital improvement to ensure the most efficient use of the City's sanitary and stormwater run-off facilities. The proposed amendment supports this policy because the increase in the maximum allowable FAR and height allows a significant increase in development capacity that 1) through LEED Gold Certification will incorporate features to reduce and/or re-use potable, gray and storm-related water more efficiently; and 2) is located where there already are substantial water, sanitary sewer and storm sewer investments.
71. **Goal 9, Citizen Involvement**, calls for improved methods and on-going opportunities for citizen involvement in the land use decision-making process, and the implementation, review and amendment of the Comprehensive Plan. It is also an early adoption of an element of the Central City 2035 plan, which while not yet adopted, acknowledge, or in effect, include numerous opportunities for public involvement regarding the FAR and height increases under discussion. See the findings for Statewide Planning Goal 1, Citizen Involvement for additional findings that demonstrate compliance with this goal.
72. Policy 9.4, Intergovernmental Cooperation, promotes citizen involvement in land use decisions initiated by other governmental agencies. The proposed amendment supports this policy because the City has coordinated the Central City 2035 process, which this proposal came out of, with relevant regional and state agencies including Prosper Portland and the Portland Housing Bureau.

73. **Goal 10, Plan Review and Administration**, calls for periodic review of the Comprehensive Plan, for implementation of the Plan, and addresses amendments to the Plan, Plan Map, and Zoning Code and Zoning Map. By demonstrating compliance with the applicable policies and objectives below, this goal is met.
74. Policy 10.6, Amendments to the Comprehensive Plan Goals, Policies, and Implementing Measures, requires that proposed amendment to the Comprehensive Plan and implementing ordinances must be reviewed by the Planning and Sustainability Commission that, in turn, makes recommendations to the City Council. As the proposed increases to the maximum FAR and height are part of the implementing ordinances that were approved by the Planning and Sustainability Commission on May 23, 2017, the Commission recommends the increases and they remain a part of the Central City 2035 plan.
75. Policy 10.10, Amendments to the Zoning and Subdivision Regulations, requires amendments to the zoning and subdivision regulations to be clear, concise and applicable to the broad range of development situations faced by a growing, urban city. The amendment supports this policy because it amends development standards in the Zoning Code that pertains to the USPS site through an explicit change to Map 510-2 and Map 510-3. Therefore, it is directly applicable to increasing development of this underutilized site
76. **General Goal 11-A** calls for provision of a timely, orderly and efficient arrangement of public facilities and services that support existing and planned land use patterns and densities. The proposed amendment supports this goal because it facilitates the redevelopment of large parcels of under-utilized land in the River District, an area of high-density development, close to other employment and housing opportunities, urban services and transportation networks.
77. Policy 11.1, Service Responsibility calls for the City of Portland to encourage the planning efforts of those agencies providing services, including affordable housing. The proposed amendment supports this policy because Prosper Portland and the PHB is required to facilitate development that incorporates affordable housing into the redevelopment of the USPS site. The increase of the maximum allowable FAR and height on the USPS site will permit Prosper Portland to provide 2,400 housing units, 30% of which are to be targeted for affordable units in keeping with this policy.
78. **Goal 12, Urban Design**, supports the enhancement of Portland as a livable city, attractive in its setting and dynamic in its urban character, by preserving its history and building a substantial legacy of quality private developments and public improvements for future generations. The amendment supports this goal by increasing development potential on an under-utilized site in the River District, the region's most highly-urbanized, mixed-use district. In addition, the entirety of the site has a Design ("d") overlay, which requires any building developed there to undergo formal Design Review to ensure it achieves excellence in design.
79. Policy 12.3, Historic Preservation, supports the enhancement of the City's identity through the protection of Portland's significant historic resources. Preserve and reuse historic artifacts as part of Portland's fabric and encourages development that sensitively incorporates preservation of historic structures and artifacts. The Union Station Clock Tower is a historic and scenic resource. The proposed amendment supports this policy because the ESEE Analysis recommends protection of the view of the Union Station Clock Tower from NW Johnson Street through a combination of street layout and building massing and design that will be enforced by the Design Review process.
80. Objective A preserves and accentuates historic resources as part of an urban environment that is being re-shaped by new development/redevelopment. The proposed amendment supports this objective

because views of and the immediate context of the Union Station Clock Tower, a designated scenic and historic resource, will suffer some adverse impact with the increased development approved by the adoption of this proposed amendment on the USPS site, but this will be offset by significant economic, social, environmental and energy benefits.

Findings on the *Central City Plan*

81. The *Central City Plan* was adopted in 1988 as an area-specific update of the *Comprehensive Plan* for Portland's central city neighborhoods. The *Central City Plan* built upon the work of the earlier *Downtown Plan*, extending its geographic area and expanding its range of policy concerns. The plan provides guidance for the growth and enhancement of Portland's Central City. In 1995, the plan was amended with the incorporation of the River District Plan policies. This ordinance complies with the Central City Plan as demonstrated below, but is also part of the Central City 2035 plan that has not yet been adopted, acknowledged, or implemented.
82. **Policy 1, Economic Development**, calls for strengthening the Central City as the heart of the region and utilizing the Central City's growth to foster the city's prosperity and livability. The proposed amendment supports this policy by increasing development capacity on the USPS site to more than 3.8 million gsf in a subdistrict of the Central City that has a full complement of public infrastructure and transit to accommodate the proposed increase in development density. As proposed, the redevelopment of the USPS site will yield up to 4,000 new jobs and up to 2,400 new residential units housing up to 3,100 new residents. The full redevelopment of the site also will generate \$40 million of public infrastructure including the two-block extension of the North Park Blocks to complete a missing link in the Green Loop; expansion of the street and pedestrian/bicycle networks; and provision of a significant proportion of affordable housing. This policy is met.
83. Statement I calls for fulfilling the vision of the 1995 *River District Plan* that envisions approximately 5,500 new housing units, 1.5 million gsf of additional office space, and 500,000 gsf of new retail facilities. As the largest potential redevelopment site in the Central City, the 14-acre USPS site can accommodate a substantial proportion of envisioned housing units and exceeds the envisioned retail and office space by a significant amount. Of course, as part of the CC2035 plan, the City is projecting significantly greater urban densities in the Central City based on market demand and regional population projections. The optimum development of the USPS site will play a major role in achieving this updated vision. The proposed amendment supports this statement.
84. **Policy 4, Transportation**, calls for actions that improve accessibility to the Central City from the rest of the region and to extend the Central City's ability to accommodate growth while enhancing livability. The proposed amendment supports this policy because many relatively recent investments in high-capacity transit – Green and Yellow LRT lines on the Transit Mall that abuts the site and two Streetcar lines on the NW 10th/11th Avenue Corridor nearby – have greatly increased both regional (LRT) and more local (Streetcar) transit capacity to support the additional development capacity proposed for the USPS site. This policy is met.
85. **Policy 7, Natural Environment**, calls for improving the Central City's environment by reducing pollution, keeping the Central City clean and green, and providing opportunities to enjoy nature. The proposed amendment supports this policy by providing 1) larger buildings on The USPS site that are inherently more cost-effective and energy-efficient than two buildings containing the same space; 2) access to existing transit capacity created by significant investments in LRT and Streetcar, thus, reducing auto-related air pollution; and 3) other environmental and energy benefits including requiring public and private buildings to attain LEED Gold Certification. This policy is met.

86. **Policy 11, Historic Preservation**, calls for the preservation and enhancement of the historically- and architecturally-important buildings. The proposed amendment supports this policy because the ESEE Analysis recommends protection of the view of the Union Station Clock Tower from NW Johnson Street through a combination of street layout and building massing and design reviewed through the mandatory Design Review process. This policy is met.
87. **Policy 12, Urban Design**, calls for the enhancement of the Central City as a livable, walkable area that focuses on the Willamette River and captures the diversity and excitement of city living. The proposed amendment supports this policy by increasing the development capacity on the USPS site to 7:1 in keeping with adjacent blocks immediately to the south, with an FAR of 6:1. The site is also adjacent to significant public investments in LRT and Streetcar service. This policy is met, with additional findings for specific statements within the policy as follows:
 88. Statement B calls for excellence in the design of new buildings. Within the boundaries of the Central City, The USPS site has a Design ("d") overlay, which requires any building developed on the site to undergo Type III Design Review by the Portland Design Commission, which is the acknowledged arbitrator of urban design in the city. This review will be judged on the proposed development's compliance with to the *Central City Fundamental Design Guidelines* and *River District Design Guidelines*. This statement is met.
 89. Statement E calls for identifying and protecting significant public views. The ESEE analysis found that the significant economic, social, environmental and energy benefits of increased FAR and height at the site outweigh the adverse impacts on the views of the Union Station Clock Tower for all views except the view from NW Johnson Street. The view of the Clock Tower from NW Johnson Street will be protected through a combination of street layout and building massing and design and this will protect significant public views. This statement is met.
 90. Statement F calls for locating the highest densities in Portland's Downtown and River District along transit corridors and to step density down towards the Willamette River and as distance from the core increases. The proposed amendment supports this statement because the USPS site abuts NW 6th Avenue on the Transit Mall where significant investments have been made to construct the Green and Yellow LRT lines. This combined with nearby streetcar and bus service has created a transit-rich environment to support capacity increased development densities. This amendment has not proposed to change the density adjacent to the river which remains at 4:1 hence the step down in density approaching the river remains intact. This statement is met.
91. **Policy 13, Plan Review**, calls for the periodic review of the *Central City Plan*. The proposed amendment supports this policy by recognizing that the City is in the midst of updating the 1988 *Central City Plan* with the Central City 2035 plan. This update will be the first amendment to the City's Comprehensive Plan 2035. This policy is met.
92. **Policy 17, River District**, calls for the extension of downtown development throughout the River District that is highly urban in character; creation of a diverse community of residents and employees; and expansion of multi-modal transportation options and open space facilities. The proposed amendment supports this policy in the following ways:
 - The amendment to increase the maximum allowable FAR and height on the USPS site will facilitate development that is highly urban in character and utilizes the existing transit capacity created by major investments in LRT and Streetcar.

- The increased development capacity will accommodate up to 4,000 new jobs and 2,400 housing units, a significant proportion of which will be affordable.

This policy is met, including the applicable policy statements discussed below:

93. Statement A calls for implementation of the River District development plan through public/private projects in identified action sites, within one of which the USPS site is located. The site is particularly suitable as it is immediately adjacent to the Transit Mall that accommodates the Green and Yellow LRT lines and is within 4-5 blocks of the NW 10th/11th Avenue Corridor that accommodates two Streetcar lines. This statement is met.
94. Statement B calls for preserving and enhancing the district's history and architectural heritage. The ESEE analysis found that the significant economic, social, environmental and energy benefits of increased FAR and height at the site outweigh the adverse impacts on the views of the Union Station Clock Tower for all views except the view of the Clock Tower from NW Johnson Street. The view of the Clock Tower from NW Johnson Street will be protected through a combination of street layout and building massing and design and this will preserve the districts history and architectural heritage. This statement is met.
95. Statement I calls for incorporating strategic public investments in infrastructure that will stimulate private investment. The proposed amendment supports this policy by increasing development capacity on the USPS site, which abuts the Transit Mall (NW 5th/6th Avenues) within which significant public investment has been made in high-capacity LRT transit, as one example. This statement is met.
96. Statement K calls for contributing to the efficiency of urban living with development density, diversity of land use and quality design that result in significant infrastructure cost savings. The proposed amendment supports this policy by increasing development density on the USPS site, permitting the construction of denser, more cost- and energy-efficient buildings; and accommodating up to 4,000 new jobs and 2,400 new housing units. This statement is met.

Findings on the *Central City Transportation Management Plan*

97. The Portland City Council adopted the *Central City Transportation Management Plan (CCTMP)* in September 1995 to promote economic vitality, livability and environmental quality in the Central City. The objectives of the *CCTMP* include concentrating new housing and jobs in the Central City, reducing automobile use by encouraging the use of alternative transportation modes, and improving air quality. The proposed amendment is supportive of the *CCTMP* with regard to the following applicable policies.
98. **Policy 1: Growth with Livability**, calls for supporting the vitality of existing residences and businesses and the development of new housing in and attracting new jobs into the Central City. This policy also calls for improving the livability of the Central City by maintaining and improving the transportation systems for all modes. The proposed amendment supports this policy by providing additional development capacity on the USPS site, which is easily accessible to the Green and Yellow LRT lines on the Transit Mall, which the site abuts as well as result in additional transportation facilities such as the two-block extension of the North Park Blocks and expansion of street and pedestrian/bicycle network. This policy is met.
99. **Policy 3: Mode Split**, calls for reducing the mode split of single-occupant vehicles by commuters to reduce vehicle miles traveled per capita and lessen congestion during the peak travel hour. The

proposed amendment supports this policy by increasing the density of development on the USPS site, adjacent to relatively recent investments in the Green and Yellow LRT lines on the Transit Mall, on which the site abuts, and two Portland Streetcar lines in the NW 10th/11th Avenue Corridor just a few blocks to the west. The development also will support several important vehicular, pedestrian and bicycle connections. The project brings more employees and residents into the district than would be generated by the current development regulations. This policy is met.

100. **Policy 5: Transit**, calls for ensuring that the transit system will be a key component in stimulating economic development in the Central City, supporting the density and diversity of activities that lead to trips by alternative modes, minimize congestion and improve air quality. The proposed amendment supports this policy by creating increased potential density for transit-supportive development adjacent to the Transit Mall, which accommodates the Green and Yellow LRT lines. This policy is met.

NOW, THEREFORE, the Council directs:

- a. Amend Title 33 as shown in Exhibit A, *US Postal Service Site Maximum FAR and Height Amendments*.
- b. Adopt the Economic, Social, Environmental and Energy Analysis contained in Exhibit B.
- c. Amend Ordinance No. 175163 to no longer apply the provisions of the *Union Station Clock Tower-Related FAR and Height Limitation Study* (2000) to United States Postal Service Site, labelled as "US Post Office" on Map 510-2 on page 3 of Exhibit A.
- d. Adopt the commentary and discussion in Exhibit A and Exhibit B as legislative intent and further findings.

Passed by the Council: OCT 04 2017

Mayor Ted Wheeler
Prepared by: Rachael Hoy
Date Prepared: August 14, 2017

Mary Hull Caballero
Auditor of the City of Portland
By *CPhillips*
Deputy

~~1000~~ ~~1021~~ ~~1080~~ 1099

Agenda No.
ORDINANCE NO.

188631

Title

Amend the Central City Plan District (33.510) to increase height and floor area ratio limits on the United States Postal Service site. (Ordinance)

amend Code Section 33.510 and Ordinance 175163

AUG 29 2017

INTRODUCED BY Commissioner/Auditor: Ted Wheeler	CLERK USE: DATE FILED _____
COMMISSIONER APPROVAL	Mary Hull Caballero Auditor of the City of Portland
Mayor—Finance and Administration - Wheeler <i>HW</i>	By: <i>Susan Parsons</i> Deputy
Position 1/Utilities - Fritz	ACTION TAKEN:
Position 2/Works - Fish	SEP 07 2017 CONTINUED TO SEP 14 2017 2 P.M.
Position 3/Affairs - Saltzman	SEP 14 2017 CONTINUED TO SEP 28 2017 3 P.M. <i>TIME CERTAIN</i>
Position 4/Safety - Eudaly	SEP 27 2017 PASSED TO SECOND READING OCT 04 2017 2 P.M. <i>Time Certain</i>
BUREAU APPROVAL	<i>Records closed 9/28/17 5pm</i>
Bureau: Planning and Sustainability Bureau Head: Susan Anderson <i>Susan Anderson</i>	
Prepared by: Rachael Hoy Date Prepared: 8/14/17	
Impact Statement Completed <input checked="" type="checkbox"/> Amends Budget <input type="checkbox"/>	
Portland Policy Document If "Yes" requires City Policy paragraph stated in document. Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
City Auditor Office Approval: required for Code Ordinances	
City Attorney Approval: required for contract, code, easement, franchise, comp plan, charter <i>Lee</i>	
Council Meeting Date September 7, 2017	

AGENDA
TIME CERTAIN <input checked="" type="checkbox"/> Start time: <u>4:30</u>
Total amount of time needed: 30 mins (for presentation, testimony and discussion)
CONSENT <input type="checkbox"/>
REGULAR <input type="checkbox"/>
Total amount of time needed: _____ (for presentation, testimony and discussion)

FOUR-FIFTHS AGENDA	COMMISSIONERS VOTED AS FOLLOWS:		
		YEAS	NAYS
1. Fritz	1. Fritz	<input checked="" type="checkbox"/>	
2. Fish	2. Fish	<input checked="" type="checkbox"/>	
3. Saltzman	3. Saltzman	<input checked="" type="checkbox"/>	
4. Eudaly	4. Eudaly	<input checked="" type="checkbox"/>	
Wheeler	Wheeler	<input checked="" type="checkbox"/>	