

IMPACT STATEMENT

Legislation title: Authorize contribution to the Northwest Transportation Fund to satisfy requirements found in Portland Zoning Code 33.531.140.F and qualify for a floor area Office use bonus for the ESCO property prior to submittal of a land use review application or building plans (Ordinance: modify 33.531.140.F)

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Contact phone: 503-823-6825

Presenter name: Matt Wickstrom

Purpose of proposed legislation and background information:

The proposed ordinance is not a permanent legislative action; it is limited to modifying a zoning regulation to allow early payment to the Northwest Transportation Fund prior to the property owner submitting an application for a land use review or building permit. Specifically, the property owner will make a voluntary contribution of \$500,000 to the fund in anticipation of utilizing an associated Guild's Lake Industrial Sanctuary Plan District option to gain additional floor area of office use.

Financial and budgetary impacts:

The proposal to modify a zoning regulation to allow early payment to the Northwest Transportation Fund should not result in negative financial or budgetary impacts. In fact, the proposal will provide an additional \$500,000 toward signal and intersection improvements at NW 23rd Avenue and NW Vaughn Street whereas without the proposed ordinance, the contribution could not be made until 2035 Comprehensive Plan zoning became effective and the property owner completed a Zoning Map Amendment Review.

Community impacts and community involvement:

Community impacts are minimal. Ultimately, the proposed ordinance will result in the availability of a portion of the funds necessary to make signal and intersection improvements at NW 23rd Avenue and NW Vaughn Street which is a community benefit. Portland Bureau of Transportation staff attended the Northwest District Association Land Use subcommittee meeting on October 4, 2017 to explain this proposed ordinance as well as an accompanying ordinance related that amends the Local Improvement District.

100% Renewable Goal:

The ordinance doesn't have any immediate connection to renewable energy; however, it does add funds to the Northwest Transportation Fund which will ultimately be used for intersection improvements.

Budgetary Impact Worksheet**Does this action change appropriations?**☐ **YES:** Please complete the information below.☒ **NO:** Skip this section

Fund	Fund Center	Commitment Item	Functional Area	Funded Program	Grant	Sponsored Program	Amount



City of Portland, Oregon
Bureau of Development Services
Office of the Director
FROM CONCEPT TO CONSTRUCTION

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December 6, 2017

188722

To: Mayor Ted Wheeler
Commissioner Chloe Eudaly
Commissioner Nick Fish
Commissioner Amanda Fritz
Commissioner Dan Saltzman

From: Rebecca Esau, Director RE

RE: ESCO Ordinance

The Bureau of Development Services has prepared an ordinance to facilitate a contribution to the Northwest Transportation Fund for the ESCO property located at NW 25th Avenue and NW Vaughn Street in the Guild's Lake Plan District.

Background:

The Portland City Council adopted a Mixed Employment Comprehensive Plan map designation for the ESCO site on June 16, 2016 - the designation will become effective early 2018. The Mixed Employment Comprehensive Plan map designation allows the property owner to request a Zoning Map Amendment to change the zoning on the site to a corresponding Mixed Employment zone. If a Zoning Map Amendment were approved to change the site to Employment zoning, the property owner would be eligible to use a provision in the Guild's Lake Plan District that allows an additional floor area ratio of up to 0.85 to 1 to be used for Office use in exchange for a contribution to the Northwest Transportation Fund (NWTF). In order to provide additional funding for signal and intersection improvements at NW 23rd Avenue and NW Vaughn Street, the City of Portland has requested and the property owner has agreed to make an early contribution of \$500,000 to the NWTF.

Ordinance Summary:

The ordinance allows the ESCO property owner to make a \$500,000 contribution to the NWTF prior to applying for a land use review or building permit for development of the site. The ordinance also specifies that the ESCO property owner will receive credit for the contribution and the associated increase in floor area ratio as specified in Chapter 17.19, Northwest Transportation Fund when development of the site is proposed. Finally, the ordinance specifies that acceptance of the contribution does not guarantee approval of the Zoning Map Amendment Review.

**ESCO Ordinance
Summary - City Council hearing
December 6, 2017**

1301 & 1314
Submitted by
Staff

188722

Two ordinances regarding the Esco site in NW Portland will be brought to City Council as regular agenda items on December 6, 2017.

BDS Ordinance

- The ordinance from the Bureau of Development Services allows the ESCO property owner to make a \$500,000 contribution to the Northwest Transportation Fund.
- The contribution will allow the Esco property owners to achieve additional building floor area as allowed in the Northwest Plan District, assuming an approved Zoning Map Amendment to an Employment zone for the site.
- Typically, contributions are made as part of a land use review or building permit – the ordinance essentially allows the Esco property owners to make an early contribution.
- The contribution is being made at the request of PBOT so that additional local improvement district funds are available for improvements to the NW 23rd Avenue and NW Vaughn Street and U.S. Hwy 30 intersection.

PBOT Ordinance

- The ordinance from PBOT amends the NW 20th Avenue Local Improvement District to further amend the boundary so that the \$500,000 contribution from ESCO can be accepted.
- The additional project funding from the Esco property owners will provide additional contingency for the NW 23rd Avenue and NW Vaughn Street and U.S. Highway 30 intersection traffic signal replacement. The funding also provides minor curb alignment modifications to improve capacity and the safety of vehicle traffic flow through the intersection while also restoring pedestrian connectivity at the crossings.