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To: Planning and Sustainability Commission

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Subject: ESCO

As chair of the N.W.D.A. Planning Committee I am stunned to hear that a zone change amendment for ESCO will offered up at tonight's meeting. We have received no official communication concerning this matter and only learned about it last Thursday through back channels. The idea that one employer, albeit a large one, can insert a major zone change into the comp plan at the last minute without prior notification speaks to how helter-skelter this whole process has worked. This zone change opens the door to big box retail and ignores the traffic concerns highlighted in the remand of the NW District Plan. To further complicate the transportation issue is the recently adopted Jug Handle LID for the Conway properties and its relationship to the new potential zone.

NW Remand – Transportation Technical Report

Revised; May 27, 2009

j. The model also examined the operational conditions of the I-405 interchanges at NW 23rd Ave and NW Vaughn St, as well as for US-30 at NW Nicolai St and NW Yeon Ave, for both AM and PM peak hours. The analysis shows that the two ramp intersections currently operate at LOS D or better with a maximum V/C of 0.97 during weekday peak hours. Both of these interchanges are projected to deteriorate to LOS F with V/C readings of 1.06 in the 2030 PM peak hour. Acceptable LOS for this type of intersection is D or E, therefore the intersection drops below the acceptable level of service since it drops from D to

We, as a committee, are also left pondering an employment zone change, that as of yet, has no standards.

In short, no process, no notification, no technical analysis.

John Bradley , NWDA Planning Chair