

Resolution No. 18-4938

Exhibit A

Land Use Final Order

**Southwest Corridor MAX
Light Rail Project**

Adopted by the Metro Council

December 13, 2018

1. Introduction

This document constitutes the Land Use Final Order (LUFO) for the Southwest Corridor MAX Light Rail Project (“the Project”) in accordance with Oregon Laws 2017, Chapter 714 (“House Bill 3202” or “the Act”).

2. Requirements of House Bill 3202

Pursuant to Section 7(2)(a) of the Act, upon application by TriMet and following a public hearing, the Metro Council shall adopt a LUFO for the Project establishing the project improvements, including their locations (“the Project Improvements”). As set forth in Section 1(15) of the Act, the Project Improvements means the light rail route, stations, lots and maintenance facilities, and the highway improvements related to the Project, each as defined in Section 1 of the Act.

3. Establishment of Project Improvements, Including their Locations

After a public hearing held on November 15, 2018, the Metro Council hereby adopts the light rail route, stations, lots and maintenance facility, and the highway improvements identified below. These Project Improvements are identical to those for which TriMet requested Metro Council approval. Additionally, the Metro Council adopts the location boundaries for these Project Improvements, as illustrated in the attached maps, which are the same as the boundary maps attached to TriMet’s application.

3.1 Inner Southwest Portland Segment

The Inner Southwest Portland Segment extends from SW 5th Avenue and SW Jackson Street in downtown Portland to north of the intersection of SW Barbur Boulevard and SW Brier Place.

From the existing light rail station at approximately SW Jackson Street and 5th Avenue, the alignment extends southward over Interstate 405 (I-405) on a new structure parallel to SW 4th Avenue to SW Sheridan Street, then continues southward at grade along the east side of SW Barbur Boulevard before shifting to the center of SW Barbur Boulevard at approximately SW Hooker Street. The alignment continues southward at grade along SW Barbur Boulevard to a station in the vicinity of SW Gibbs Street. It then remains at grade down the center of SW Barbur Boulevard to a station in the vicinity of SW Hamilton Street, where it curves westward, then back southward along the boulevard. Buses would operate on the light rail trackway from just south of SW Hamilton to approximately SW Sheridan Street.

Two light rail stations are provided in the Inner Southwest Portland Segment. The SW Gibbs Street Station is located along SW Barbur Boulevard in the vicinity of SW Gibbs Street. The SW Hamilton Street Station is located along SW Barbur Boulevard in the vicinity of SW Hamilton Street.

There are no park-and-ride lots or operational and maintenance facilities in the Inner Southwest Portland Segment.

The major highway improvements in the Inner Southwest Portland Segment are as follows:

- A Marquam Hill connection connecting the SW Gibbs Street Station to the medical and educational facilities on Marquam Hill. The connection will use some combination of elevators, bridges, paths and/or tunnels.
- Reconstruction of the Newbury trestle bridge and Capitol Highway overpass and the Vermont trestle bridge.
- Vehicular, pedestrian and bicycle improvements within and along the alignment north of the I-405 freeway and within and along SW Barbur Boulevard, including sidewalks and bicycle improvements, and minor elements such as signalization, electrification, and retaining walls.

The boundaries within which the above-described project improvements may be located are as illustrated in **Figures 1.1, 1.2, 1.3 and 1.4** attached hereto.

3.2 Outer Southwest Portland Segment

The Outer Southwest Portland Segment of the Southwest Corridor MAX Light Rail Project extends from north of the intersection of SW Barbur Boulevard and SW Brier Place to approximately SW 68th Parkway in Tigard.

From north of the intersection of SW Barbur Boulevard and SW Brier Place, the alignment shifts westward at grade and in the center of SW Barbur Boulevard, crossing SW Terwilliger Boulevard and SW Bertha Boulevard. It then continues southwestward at grade to the Barbur Transit Center and Park-and-Ride. Along the way, the alignment passes stations in the vicinity of SW Custer Street, SW 19th Avenue and SW 30th Avenue. From the Barbur Transit Center, the alignment shifts adjacent to I-5 and crosses over on an aerial structure over I-5, SW Capital Highway and SW Barbur Boulevard landing east of I-5. The alignment then moves southwestward along the east side of I-5 to a station and park-and-ride in the vicinity of SW 53rd Avenue between I-5 and SW Barbur Boulevard. From here, the alignment continues west along the north side of SW Barbur Boulevard, then travels west across I-5 on a new aerial guideway structure that then descends into the space between the southbound I-5 Pacific Highway off-ramp and southbound SW Barbur Boulevard. The alignment then crosses under SW Barbur Boulevard at approximately 64th Avenue to the south side of SW Barbur Boulevard/Pacific Highway (Highway 99W) towards a station and park-and-ride in the vicinity of SW 68th Parkway.

Five light rail stations are provided in the Outer Southwest Portland Segment. The SW Custer Station is located in the vicinity of SW Barbur Boulevard and SW Custer Street. The SW 19th Avenue Station is located in the vicinity of SW Barbur Boulevard and SW 19th Avenue. The SW 30th Avenue Station is located in the vicinity of SW Barbur Boulevard and SW 30th Avenue. The Barbur Transit Center Station is located in the vicinity of SW Barbur Boulevard and the Barbur

Transit Center. The SW 53rd Avenue Station is located in the vicinity of SW Barbur Boulevard and SW 53rd Avenue.

There are two park-and-ride lots in the Outer Southwest Portland Segment. The Barbur Transit Center Park-and-Ride will provide up to 825 parking spaces in a maximum three-story structure. The SW 53rd Avenue Station Park-and-Ride will provide up to 950 parking spaces in a maximum three-story structure.

There are no operations and maintenance facilities in the Outer Southwest Portland Segment.

The major highway improvements in the Outer Southwest Portland Segment are as follows:

- Street improvements on SW 53rd Avenue between SW Barbur Boulevard and the Portland Community College (Sylvania) campus.
- Vehicular, pedestrian and bicycle improvements within and along SW Barbur Boulevard and in the vicinity of SW Capitol Highway/SW Barbur Boulevard, including sidewalk and bicycle improvements, and minor elements such as signalization, electrification, and retaining walls.

The boundaries within which the above-described project improvements may be located are as illustrated in **Figures 1.5, 1.6, 1.7, 1.9, 1.10 and Revised Figure 1.8*** attached hereto.

3.3 Tigard to Tualatin Segment

The Tigard/Tualatin Segment extends from approximately SW 68th Parkway in Tigard to just east of Bridgeport Village in Tualatin.

Beginning east of the station and park-and-ride in the vicinity of SW 68th Parkway, the alignment turns south on an aerial guideway over Red Rock Creek to connect at grade onto SW 70th Avenue. The alignment then continues south on SW 70th Avenue, crossing over SW Dartmouth Street on structure to SW Elmhurst Street, where it turns west. A station would be located on SW Elmhurst in the vicinity of SW 70th and SW 72nd avenues. The alignment crosses SW 72nd Avenue at grade before crossing over Highway 217 in the vicinity of SW Hermosa Way. The alignment then crosses SW Hunziker Street at grade in the vicinity of SW Knoll Drive to a station, park-and-ride lot and operation and maintenance facility on the east side of SW Hall Boulevard in the vicinity of the WES Commuter Rail/Portland and Western railroad tracks. The LUFO Steering Committee recommends that the SW Hall Boulevard (Tigard Transit Center) Station be located as close to SW Hall Boulevard as practicable, while accommodating bus circulation. From here, the alignment heads southeastward along the east side of the WES Commuter Rail/Portland and Western railroad tracks and goes onto a structure over SW Bonita

* This LUFO refers to Revised Figure 1.8 in order to distinguish it from the original Figure 1.8 included in the LUFO Steering Committee's recommendation. The original Figure 1.8 identified two alignment options, and the Revised Figure 1.8 depicts the alignment option TriMet selected for the application.

Road with a station and park-and-ride in the vicinity of SW Bonita Road. From there the alignment continues southeastward adjacent to and east of the Tillamook Branch of the Union Pacific/Portland and Western Railroad, crossing SW 72nd Avenue to a station and park-and-ride west of SW Sequoia Drive and in the vicinity of SW Upper Boones Ferry Road/SW Carmen Drive. It then continues southeastward to I-5, where it crosses southward over the railroad tracks on an elevated structure, then continues southward at grade paralleling I-5 on its west side to its terminus station, park-and-ride and bus facilities north of SW Lower Boones Ferry Road and east of SW 72nd Avenue east of Bridgeport Village. Additionally, a park-and-ride structure would be located south of SW Lower Boones Ferry Road that connects to the station with an elevated walkway.

Six light rail stations are provided in the Tigard/Tualatin Segment. The SW 68th Parkway Station is located in the vicinity of Pacific Highway (Highway 99W) and SW 68th Parkway. The SW Elmhurst Street Station is located in the vicinity of SW Elmhurst Street and SW 70th and SW 72nd Avenues. The SW Hall Boulevard Station is located in the vicinity of SW Hall Boulevard and SW Knoll Drive. The SW Bonita Road Station is located in the vicinity of the Union Pacific/Portland and Western railroad tracks and SW Bonita Road. The SW Upper Boones Ferry Road/SW Carmen Drive Station is located in the vicinity of Union Pacific/Portland and Western railroad tracks, SW Sequoia Drive and SW Upper Boones Ferry Road/SW Carmen Drive. The Bridgeport Village Station is located in the vicinity of Interstate 5, SW 72nd Avenue and SW Lower Boones Ferry Road.

There are five park-and-ride lots in the Tigard/Tualatin Segment. The SW 68th Parkway Station Park-and-Ride will provide up to 900 parking spaces in a maximum four-story structure. The SW Hall Boulevard (Tigard Transit Center) Station Park-and-Ride will provide up to 300 parking spaces in a maximum three-story structure. The SW Bonita Road Station Park-and-Ride will provide up to 100 surface parking spaces. The SW Upper Boones Ferry Road/SW Carmen Drive Station Park-and-Ride will provide up to 50 surface parking spaces. The Bridgeport Village Station Park-and-Ride, located south of SW Lower Boones Ferry Road and connected to the station by a pedestrian bridge, will provide up to 950 parking spaces in a maximum four-story structure.

The Tigard/Tualatin Segment contains one operations and maintenance facility located in the vicinity of the SW Hall Boulevard Station and Park-and-Ride.

The major highway improvements in the Outer Southwest Portland Segment are as follows:

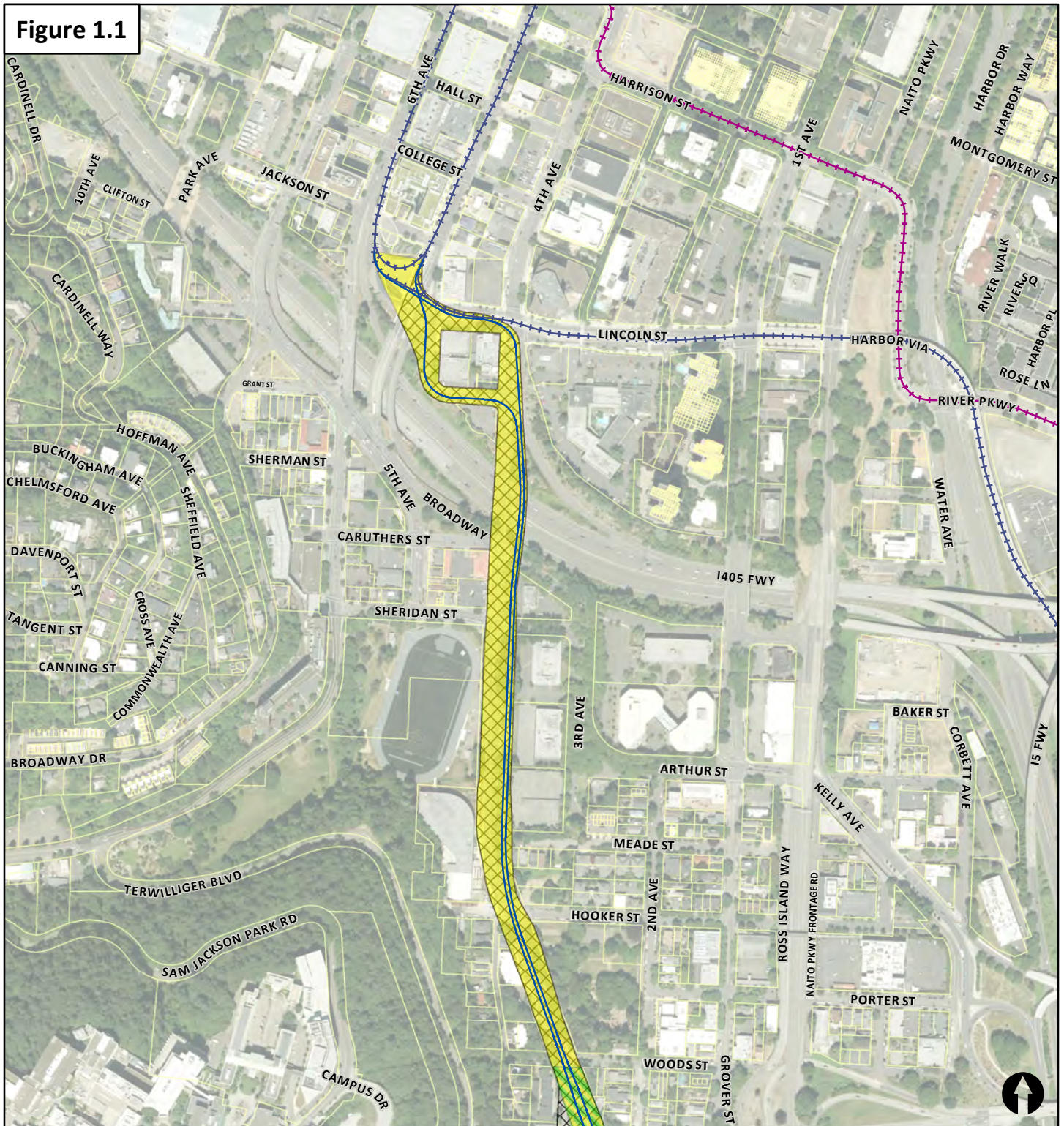
- Construction or reconstruction of segments of SW 70th Avenue between SW Baylor Street and SW Elmhurst Street and on SW Elmhurst Street between SW 70th Avenue and SW 72nd Avenue.
- Street improvements on SW Hall Boulevard between SW Hunziker Road and the WES Commuter Rail/Portland and Western railroad tracks to improve pedestrian and bicycle access to the SW Hall Boulevard (Tigard Transit Center) Station.

The boundaries within which the above-described project improvements may be located are as illustrated in **Figures 1.10, 1.11, 1.12, 1.13, 1.14 and 1.15** attached hereto.

4. Compliance with the Land Use Criteria

On November 2, 2017, pursuant to Section 4(8)(c) of the Act, the Land Conservation and Development Commission (LCDC) issued Order 001887 establishing land use criteria to be used by the Metro Council to make decisions in a LUFO on the Project Improvements for the Southwest Corridor Project. The Order included a brief statement explaining how the criteria established reasonably reflect the statewide land use planning goals and plan policies that are relevant to decisions regarding the Project Improvements and their locations. Section 7(2)(b) of the Act directs the Metro Council to include a statement of findings demonstrating how its decisions in this LUFO comply with the criteria. The *Statement of Findings of Fact and Conclusions of Law* accompanies this LUFO and demonstrates compliance with the criteria.

Figure 1.1



Southwest Corridor Land Use Final Order Boundary Map

Recommendation of the LUFO Steering Committee

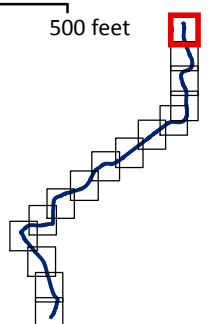
Boundaries

- Light Rail Route
- Light Rail Station
- Highway Improvement

Potential Light Rail Alignment and Stations

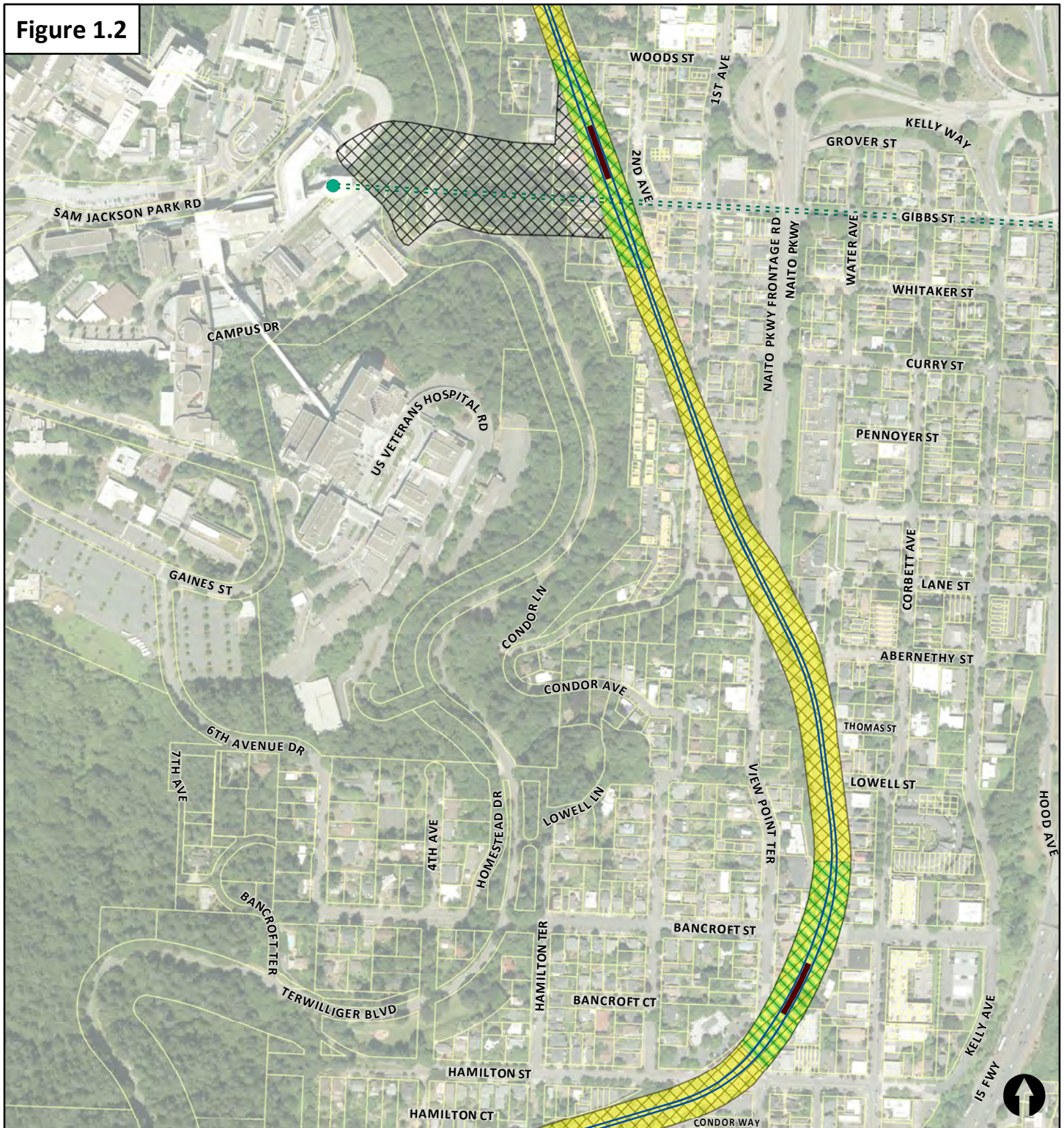
- Alignment
- Existing Transit**
- MAX Light Rail
- Portland Streetcar

0 250 500 feet



8/15/2018




Figure 1.2





Southwest Corridor Land Use Final Order Boundary Map

Recommendation of the LUFO Steering Committee


Boundaries

-  Light Rail Route
-  Light Rail Station
-  Highway Improvement

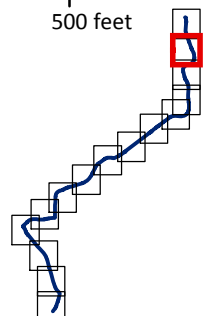
Potential Light Rail Alignment and Stations

-  Alignment
-  Station Platform

Existing Transit

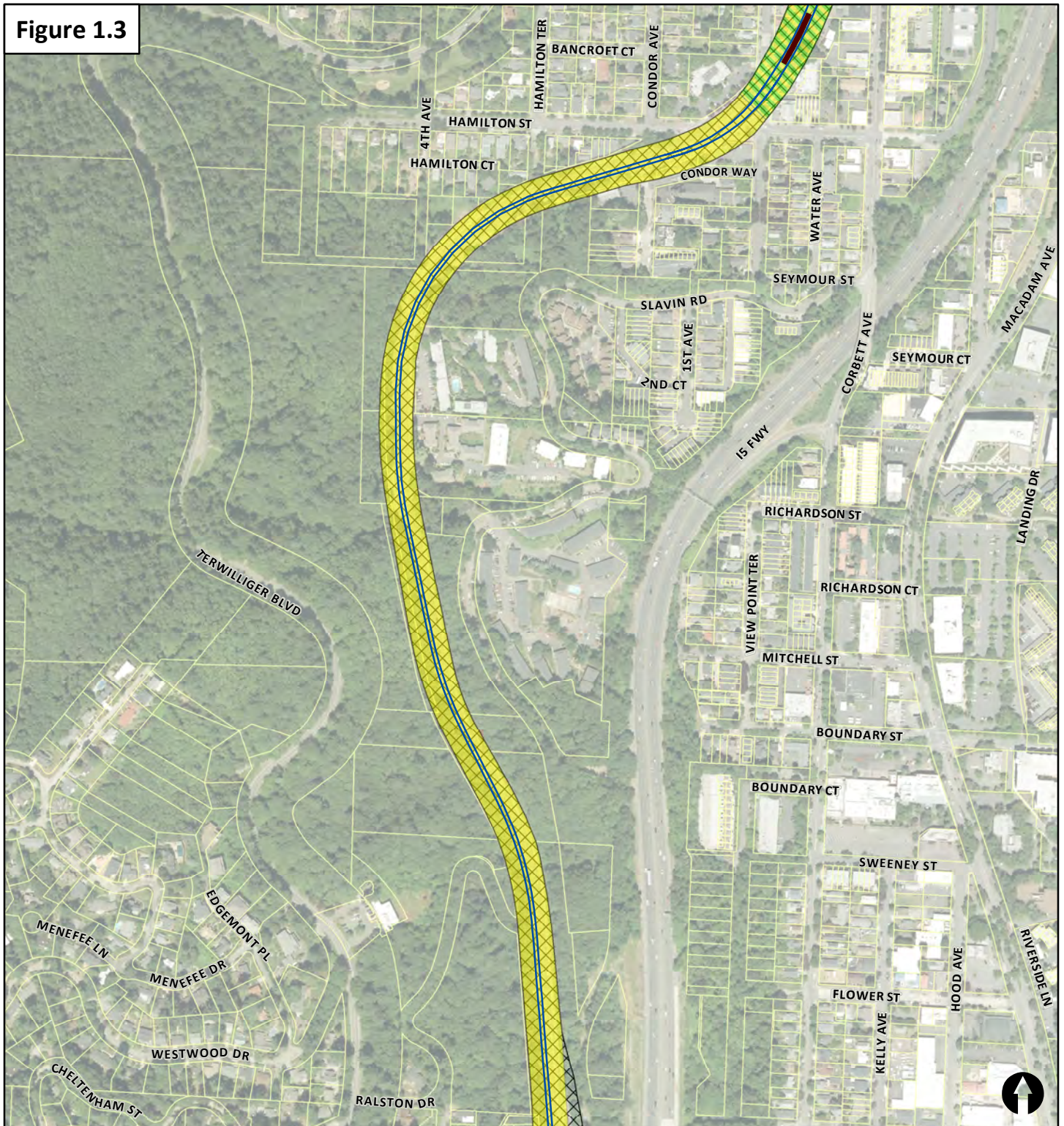
-  Portland Aerial Tram

0 250 500 feet



8/15/2018

Figure 1.3



Southwest Corridor Land Use Final Order Boundary Map

Recommendation of the LUFO Steering Committee

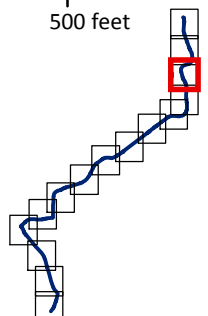
Boundaries

- Light Rail Route
- Light Rail Station
- Highway Improvement

Potential Light Rail Alignment and Stations

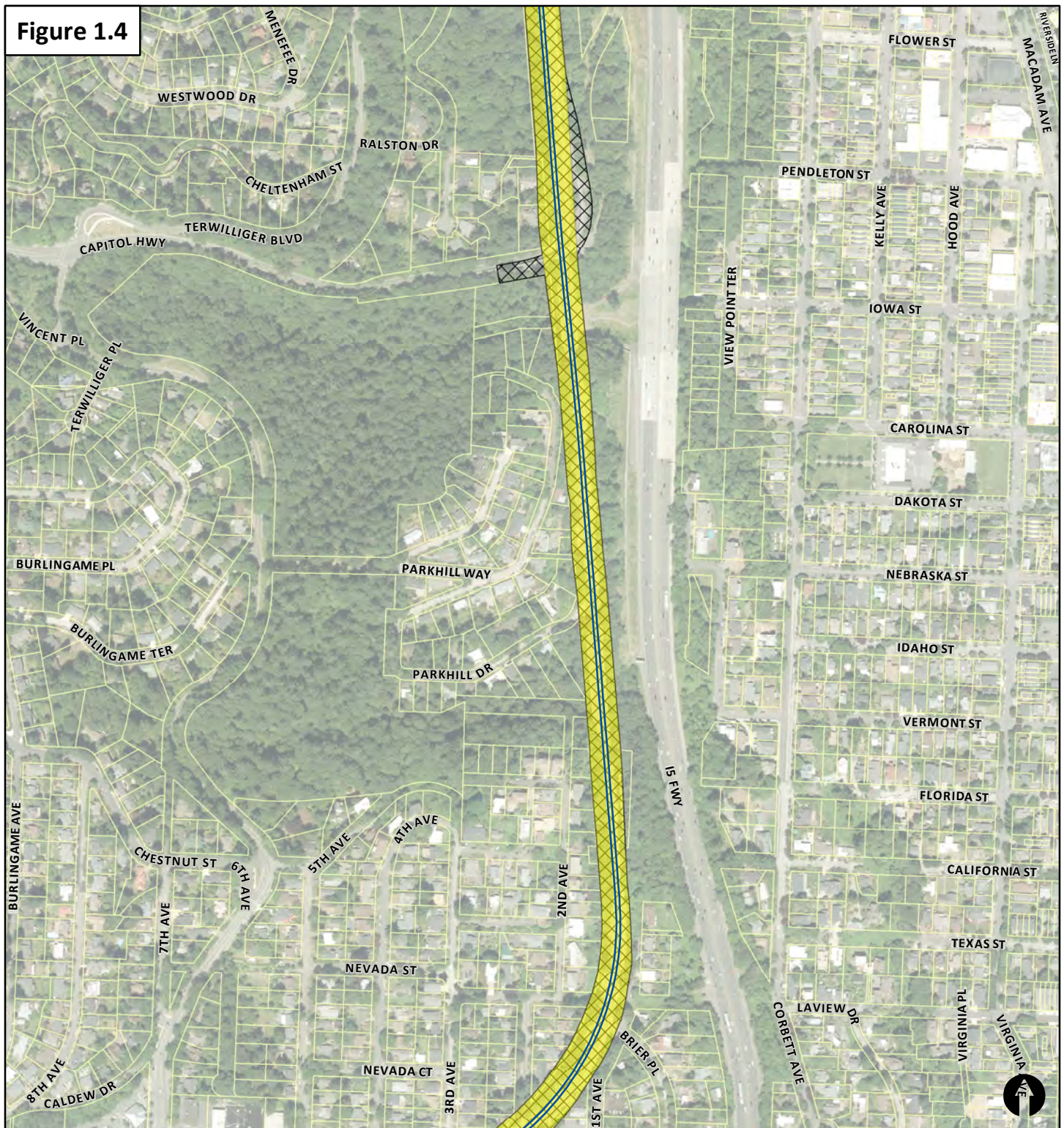
- Alignment
- Station Platform

0 250 500 feet



8/15/2018

Figure 1.4



Southwest Corridor Land Use Final Order Boundary Map

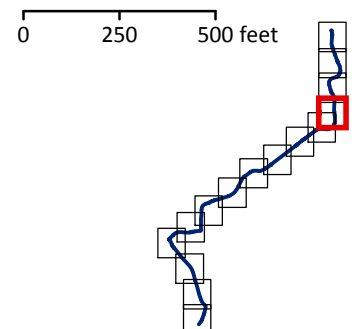
Recommendation of the LUFO Steering Committee

Boundaries

- Light Rail Route
- Highway Improvement

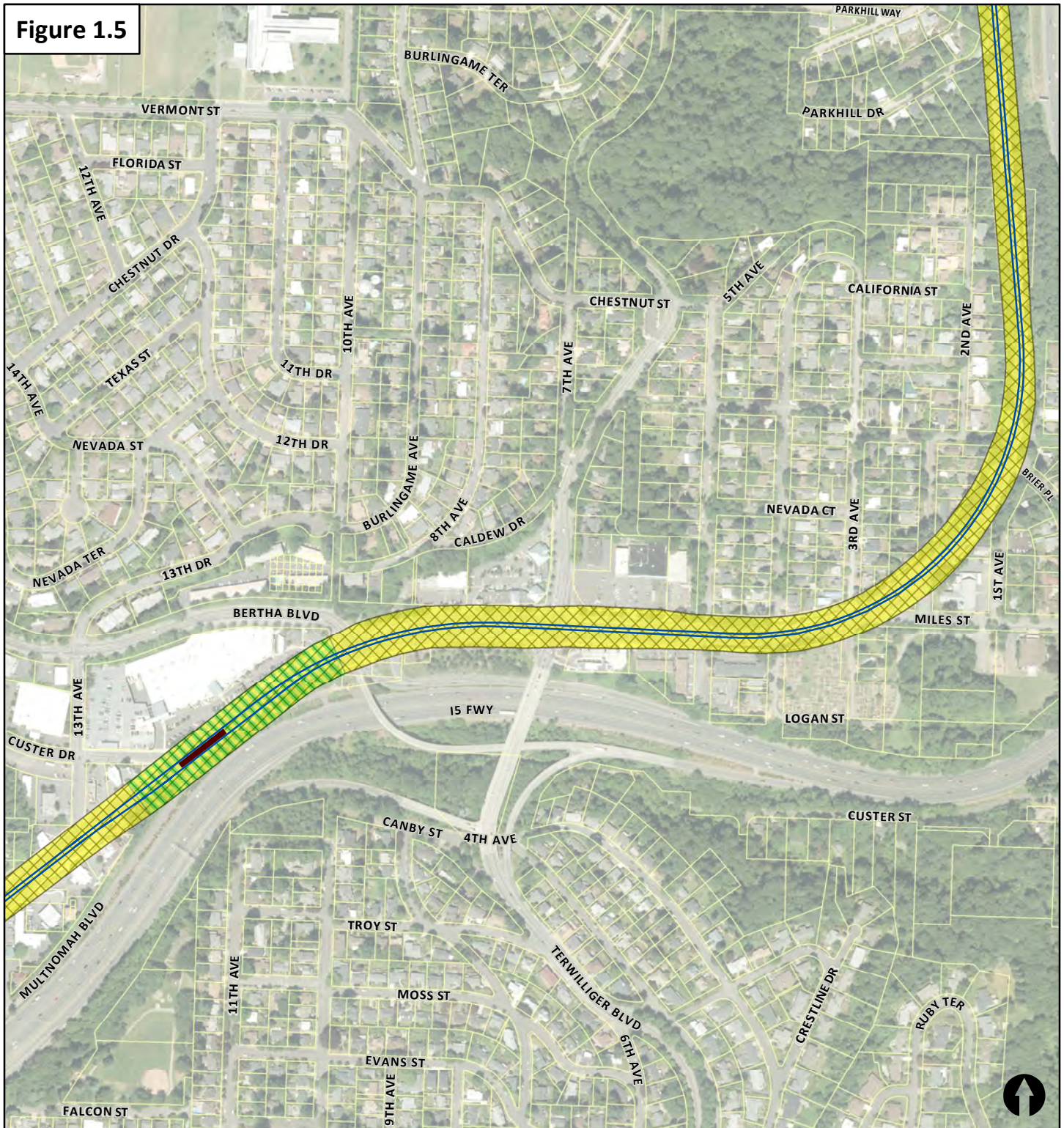
Potential Light Rail Alignment and Stations

- Alignment



8/15/2018

Figure 1.5



Southwest Corridor Land Use Final Order Boundary Map

Recommendation of the LUFO Steering Committee

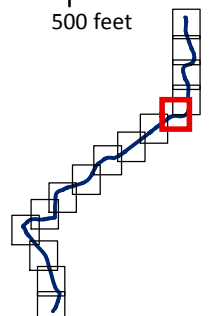
Boundaries

- Light Rail Route
- Light Rail Station
- Highway Improvement

Potential Light Rail Alignment and Stations

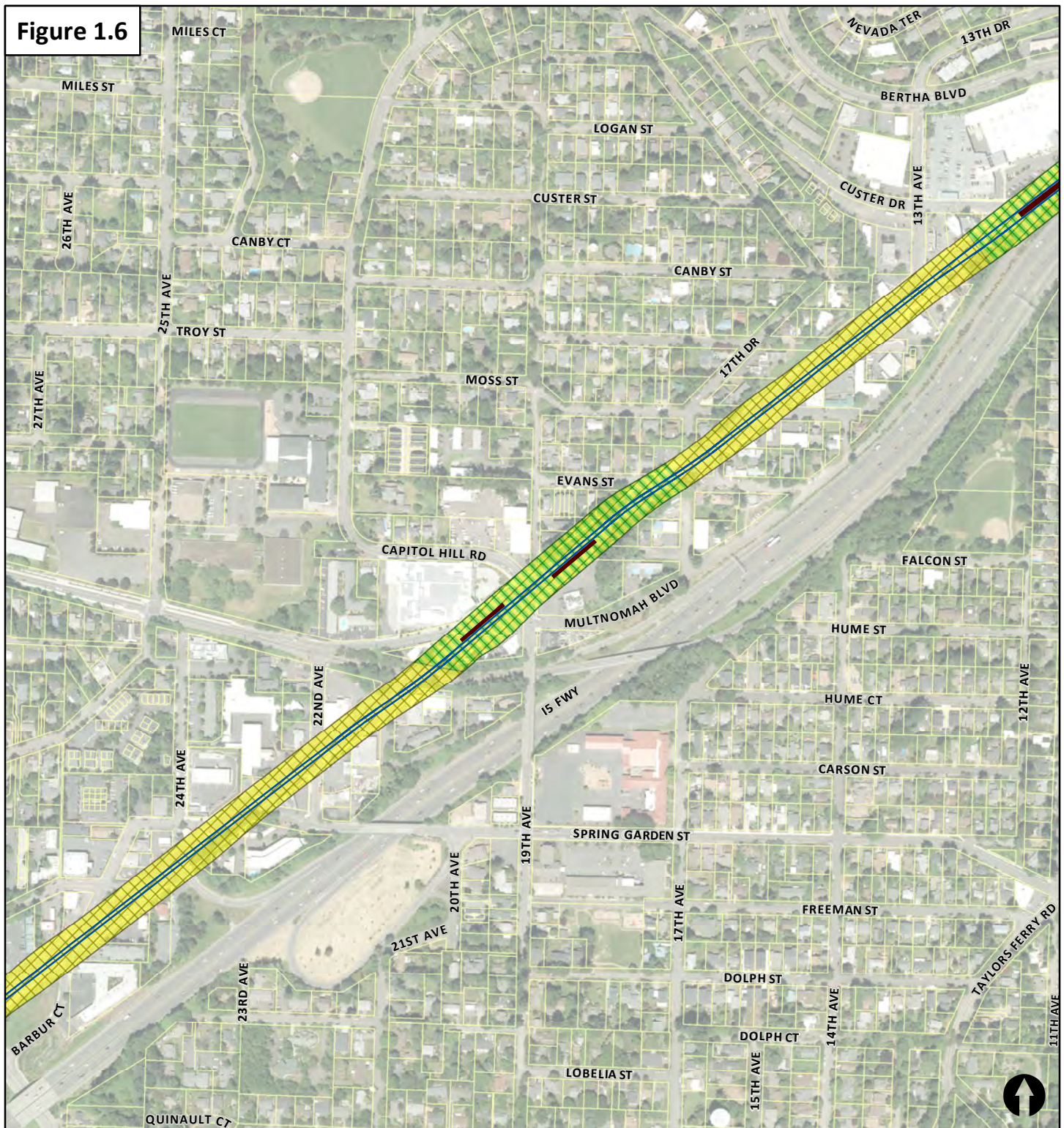
- Alignment
- Station Platform

0 250 500 feet



8/15/2018

Figure 1.6



Southwest Corridor Land Use Final Order Boundary Map

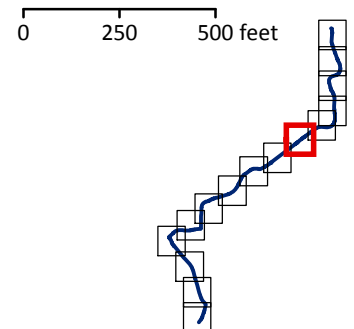
Recommendation of the LUFO Steering Committee

Boundaries

- Light Rail Route
- Light Rail Station
- Highway Improvement

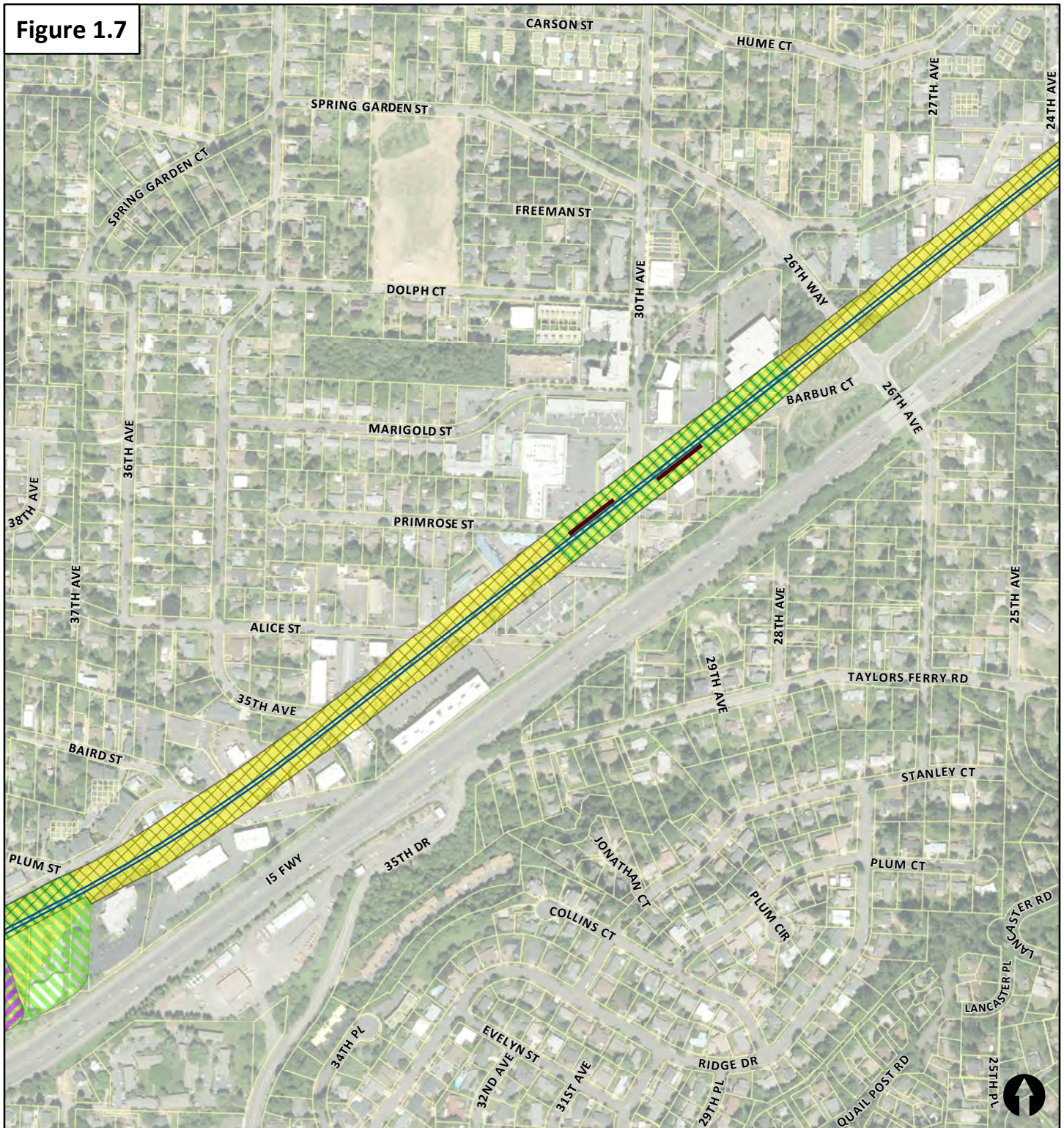
Potential Light Rail Alignment and Stations

- Alignment
- Station Platform



8/15/2018





Figure 1.7





Southwest Corridor Land Use Final Order Boundary Map

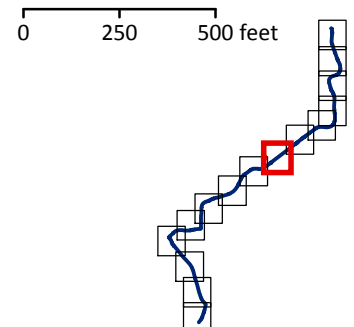
Recommendation of the LUFO Steering Committee

Boundaries

-  Light Rail Route
-  Light Rail Station
-  Park-and-Ride Lot
-  Highway Improvement

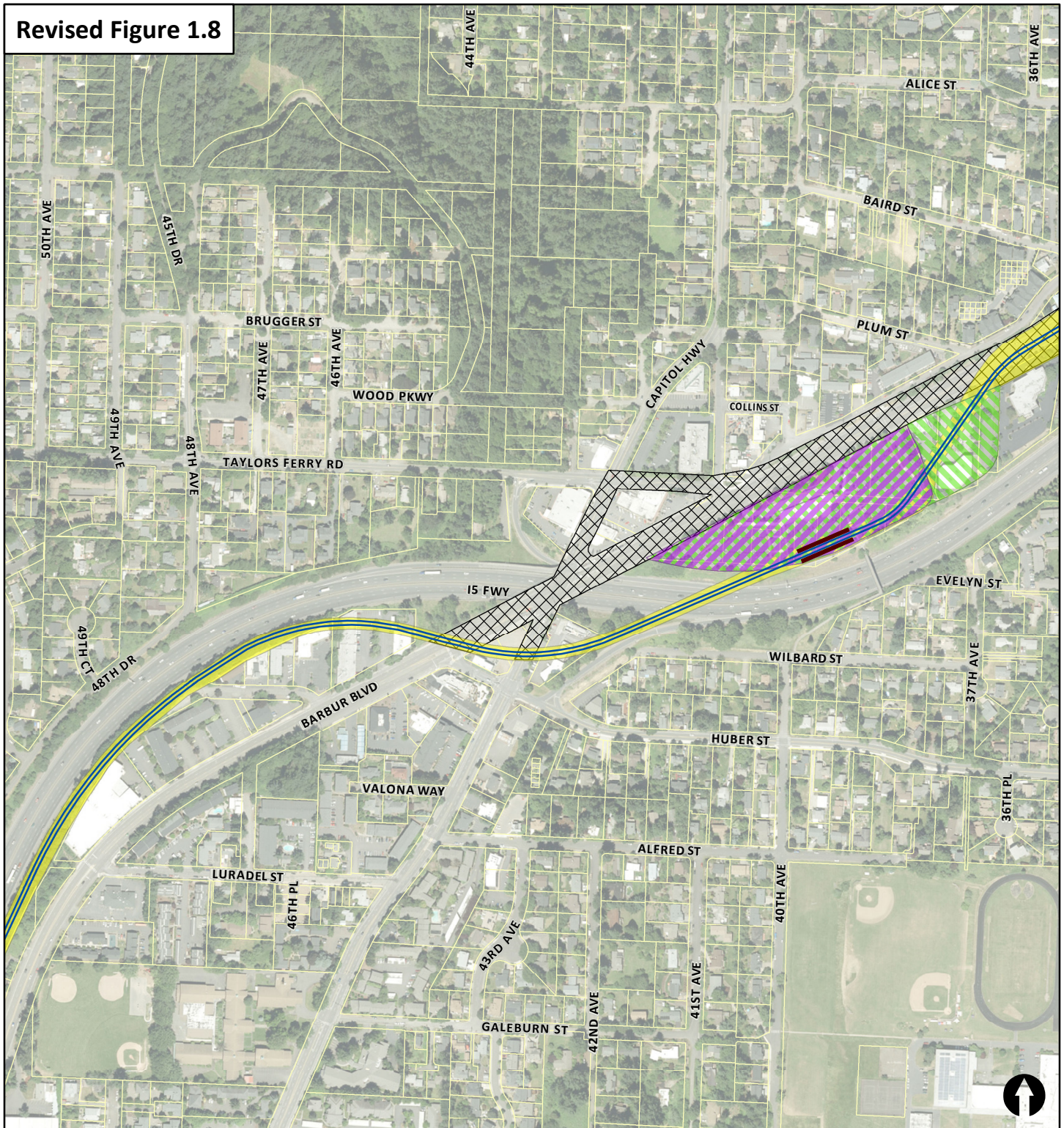
Potential Light Rail Alignment and Stations

-  Alignment
-  Station Platform



8/15/2018





Revised Figure 1.8





Southwest Corridor Land Use Final Order Boundary Map

Amendment Approved by TriMet Board of Directors

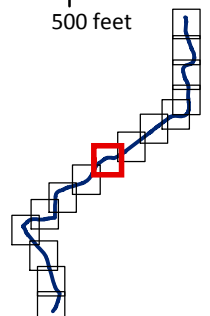
Boundaries

-  Light Rail Route
-  Light Rail Station
-  Park-and-Ride Lot
-  Highway Improvement

Potential Light Rail Alignment and Stations

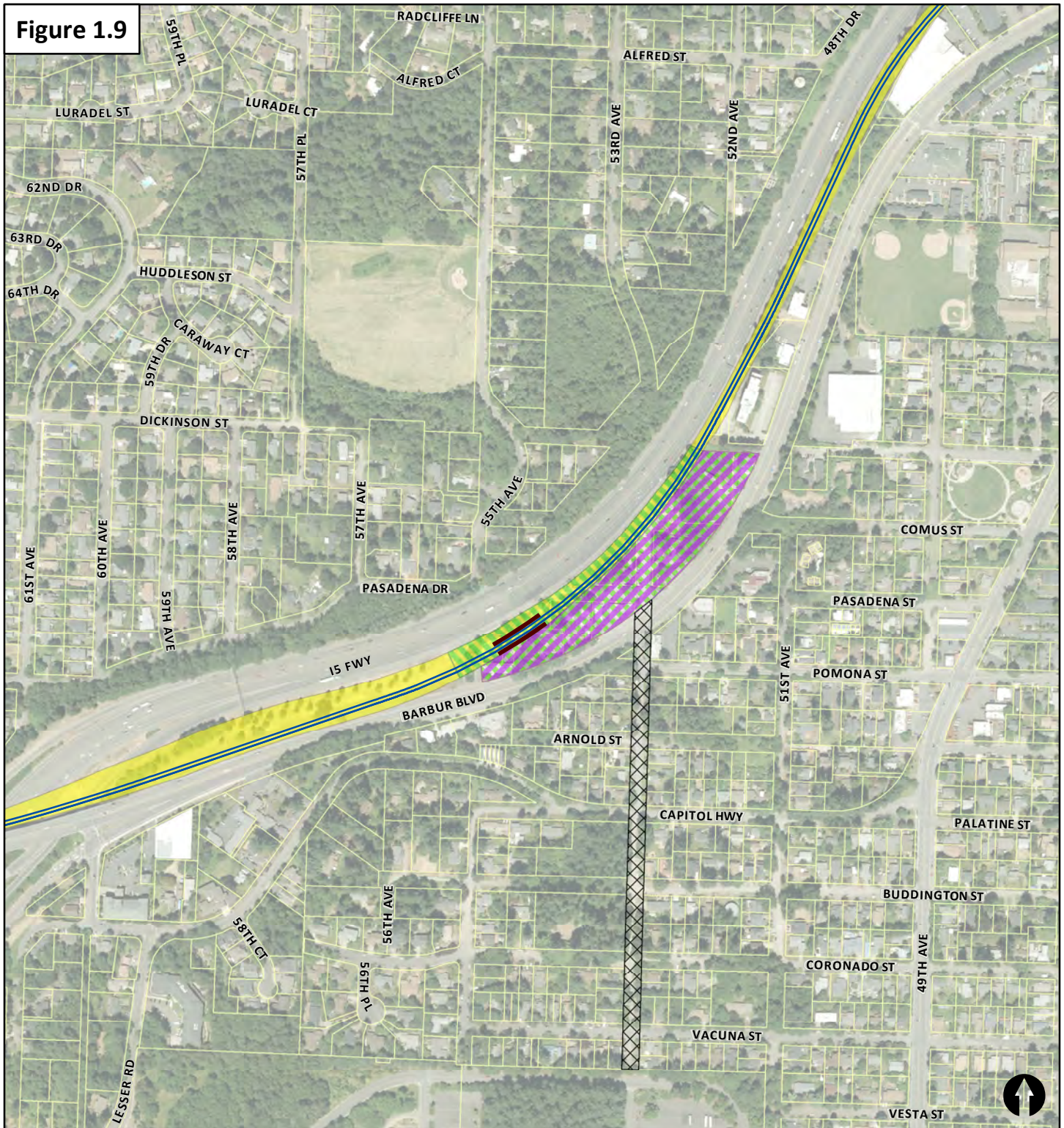
-  Alignment
-  Station Platform

0 250 500 feet



9/26/2018





Figure 1.9





Southwest Corridor Land Use Final Order Boundary Map

Recommendation of the LUFO Steering Committee

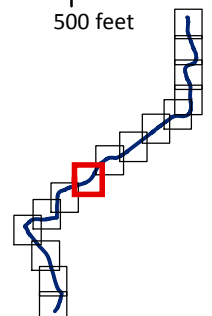
Boundaries

-  Light Rail Route
-  Light Rail Station
-  Park-and-Ride Lot
-  Highway Improvement

Potential Light Rail Alignment and Stations

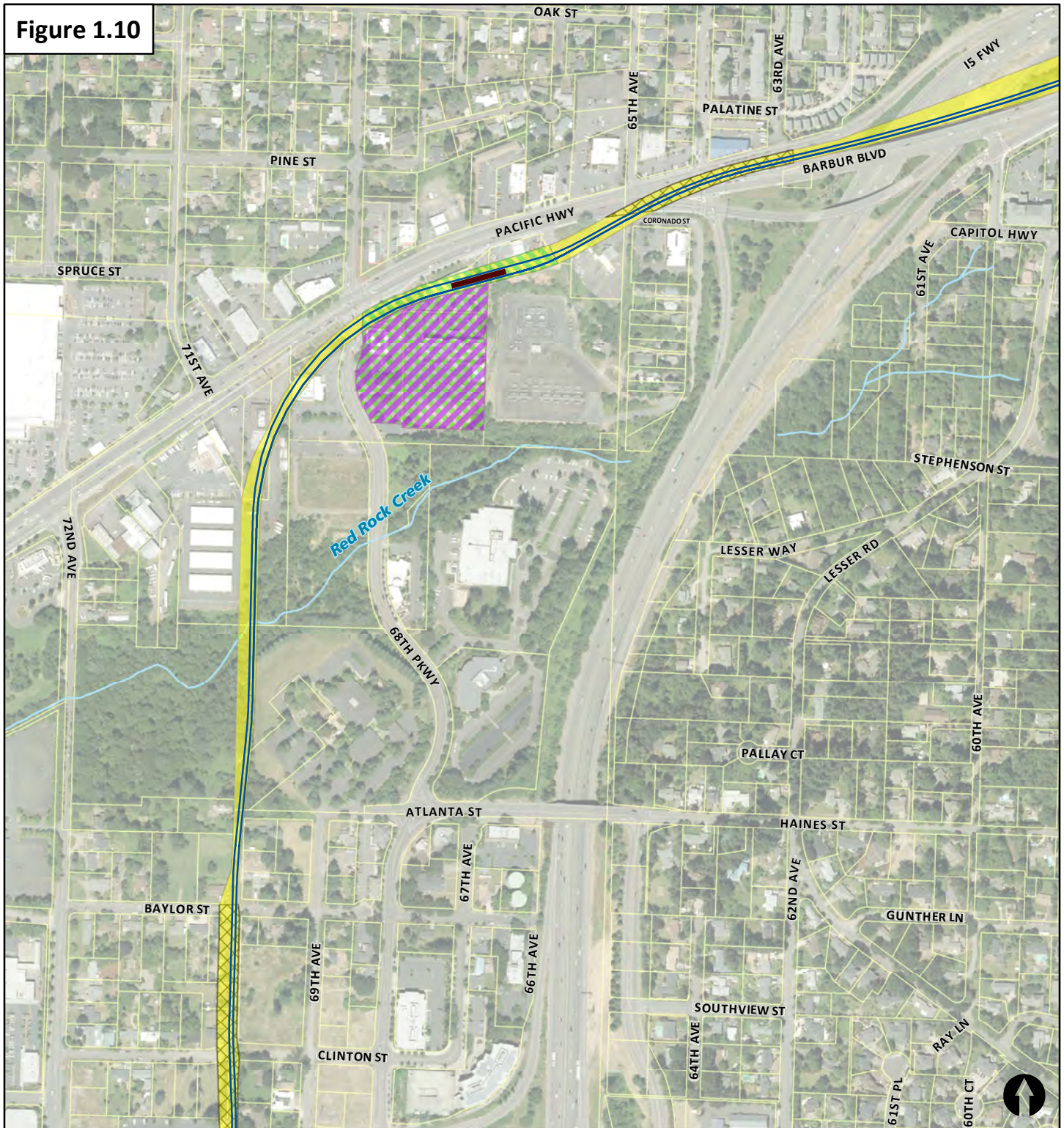
-  Alignment
-  Station Platform

0 250 500 feet



8/15/2018





Figure 1.10





Southwest Corridor Land Use Final Order Boundary Map

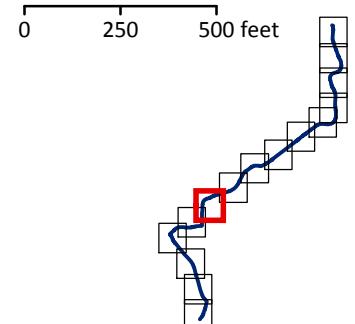
Recommendation of the LUFO Steering Committee

Boundaries

-  Light Rail Route
-  Light Rail Station
-  Park-and-Ride Lot
-  Highway Improvement

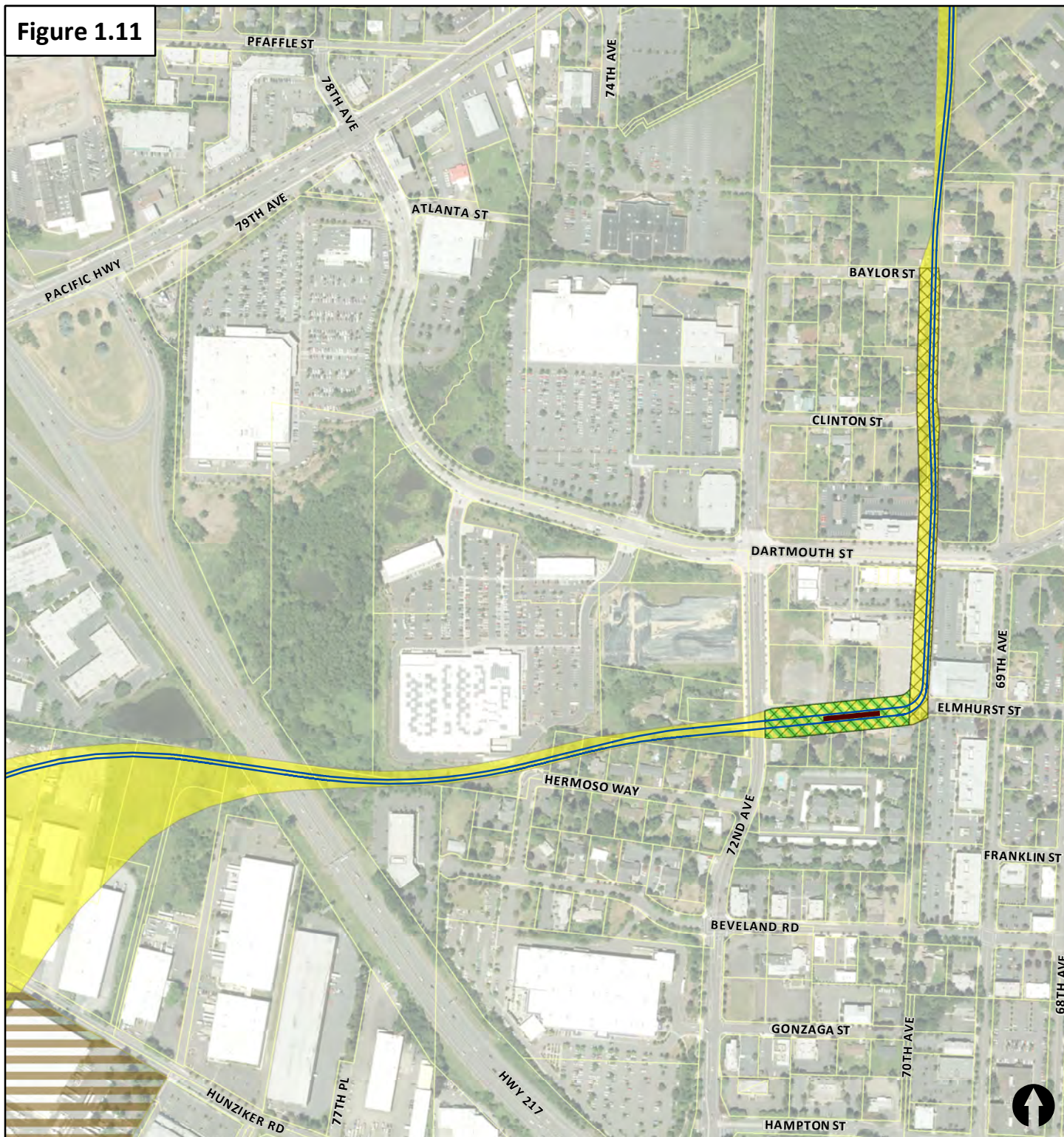
Potential Light Rail Alignment and Stations

-  Alignment
-  Station Platform



8/15/2018

Figure 1.11



Southwest Corridor Land Use Final Order Boundary Map

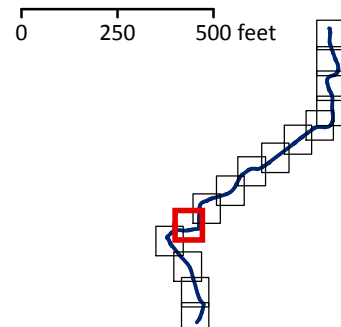
Recommendation of the LUFO Steering Committee

Boundaries

- Light Rail Route
- Light Rail Station
- Operations and Maintenance Facility
- Highway Improvement

Potential Light Rail Alignment and Stations

- Alignment
- Station Platform



8/15/2018

Figure 1.12



Southwest Corridor Land Use Final Order Boundary Map

Recommendation of the LUFO Steering Committee

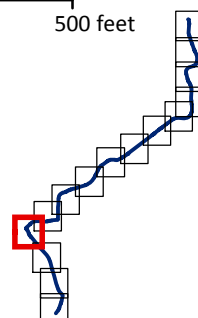
Boundaries

- Light Rail Route
- Light Rail Station
- Park-and-Ride Lot
- Operations and Maintenance Facility
- Highway Improvement

Potential Light Rail Alignment and Stations

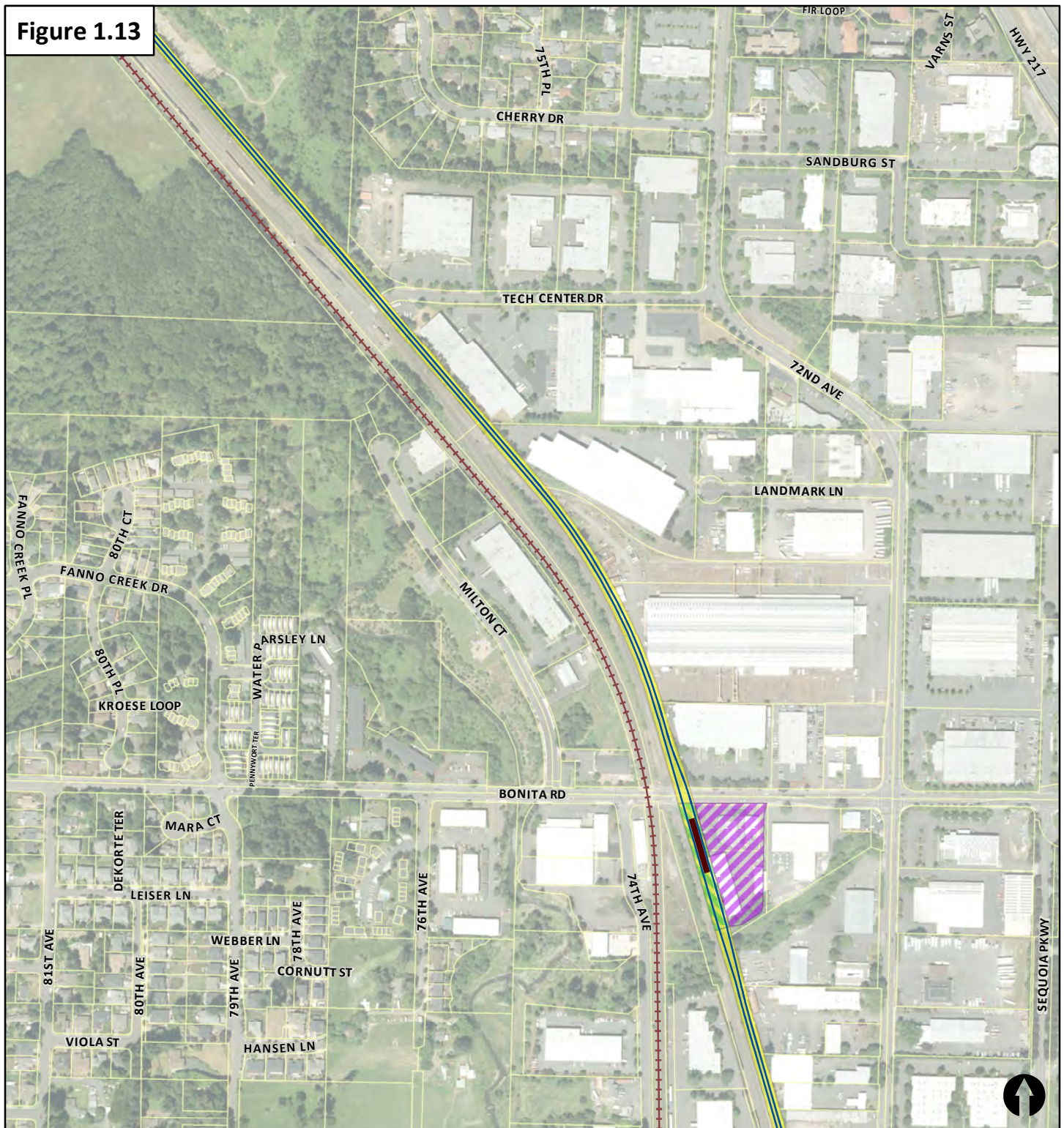
- Alignment
- Station Platform
- Existing Transit**
- WES Commuter Rail

0 250 500 feet



8/15/2018

Figure 1.13



Southwest Corridor Land Use Final Order Boundary Map

Recommendation of the LUFO Steering Committee

Boundaries

- Light Rail Route
- Light Rail Station
- Park-and-Ride Lot

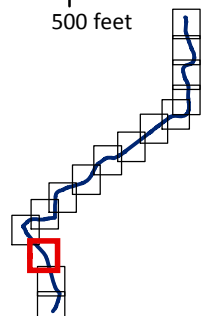
Potential Light Rail Alignment and Stations

- Alignment
- Station Platform

Existing Transit

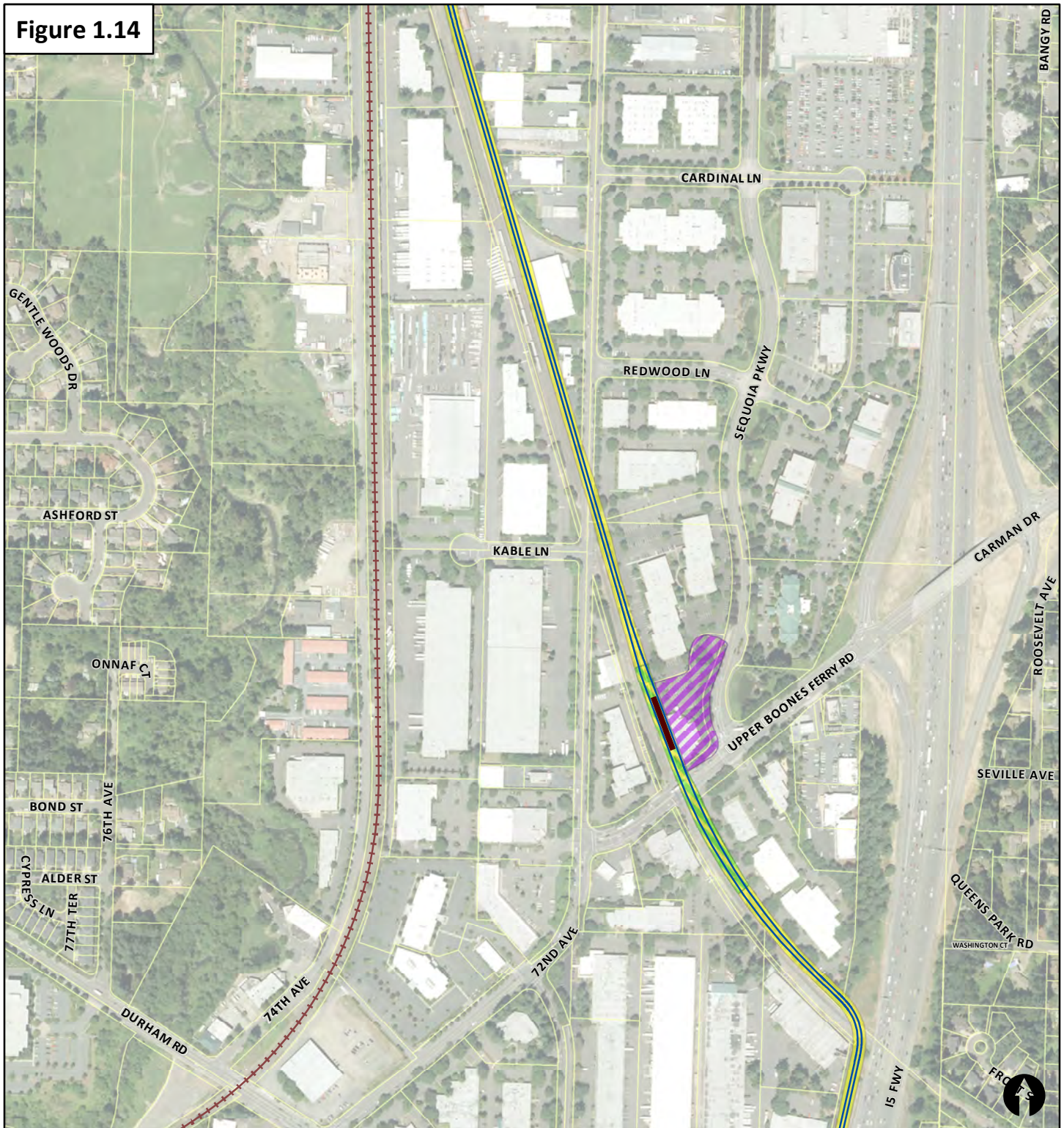
- WES Commuter Rail

0 250 500 feet



8/15/2018

Figure 1.14



Southwest Corridor Land Use Final Order Boundary Map

Recommendation of the LUFO Steering Committee

Boundaries

- Light Rail Route
- Light Rail Station
- Park-and-Ride Lot

Potential Light Rail Alignment and Stations

- Alignment
- Station Platform

Existing Transit

- WES Commuter Rail

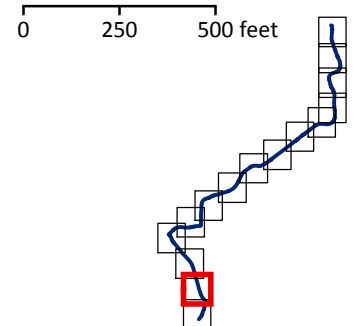





Figure 1.15





Southwest Corridor Land Use Final Order Boundary Map

Recommendation of the LUFO Steering Committee

Boundaries

-  Light Rail Route
-  Light Rail Station
-  Park-and-Ride Lot

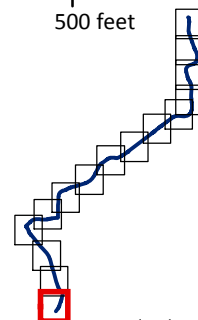
Potential Light Rail Alignment and Stations

-  Alignment
-  Station Platform

Existing Transit

-  WES Commuter Rail

0 250 500 feet



8/15/2018