

J3.3. BUSINESS COMMENTS

This section provides the original copies of comments submitted by businesses during the Southwest Corridor Light Rail Project Draft EIS comment period, such as on letterhead or in the transcript of a public hearing testimony. Table J3.3-1 provides an index of these comments. For responses to these comments, see Appendix J2.3, Responses to Draft EIS Comments – Business Comments.

Table J2.3-1. Index of Draft EIS Business Comments (multipage table)

Comment ID	Business Name	Commenter Name	Comment Type
B01	Ascend Holdings	Brian Spencer	Online comment form attachment
B02	Ash Court Apartments	Fanny Bookout	Email
B03	Atiyeh Bros	Mark McGirr	Hard-copy letter
B04	Atiyeh Bros	Mark McGirr	Hard-copy letter
B05	Atiyeh Bros	Mark McGirr	Spoken testimony at public hearing (July 19, 2018)
B06	Chick Fil-A, Chang's Mongolian Grill, Lu's Sports Bar & Lounge and Quality Inn	Ken Lee, Tabon Chang, Lu Xu Jian and Jitesh Desai	Hard-copy letter
B07	CJH LLC	Glenn L Hayter	Email with attachment
B08	Digital One	Eric Stolberg	Online comment form text
B09	Digital One	Michelle Stolberg	Online comment form text
B10	Girl Scouts of Oregon	Kevin Guinn	Spoken testimony at public hearing (July 19, 2018)
B11	La Noue Development	Mark La Noue	Hard-copy letter
B12	Les Schwab	David Gibson	Online comment form text
B13	Oregon Education Association	James Fotter (email sent by Theresa Hansen)	Email with attachment
B14	Paul Schatz Home Furnishings	Paul Schatz III	Email with attachment
B15	The Portland Clinic	Katie Dobler	Hard-copy letter
B16	The Portland Clinic	Dick Clark	Online comment form text and attachment
B17	The Portland Clinic	Michelle Cheney	Hard-copy letter
B18	The Portland Clinic	Michelle Cheney	Spoken testimony at public hearing (July 19, 2018)
B19	Stahancyk, Kent & Hook P.C.	Jody L. Stahancyk, Laurel P. Hook and Joel J. Kent	Email with attachments
B20	Summit Properties, Inc.	Yoshio Kurosaki (email sent by Jane Adam)	Email with attachment
B21	James L. Shook, CPA	James L. Shook	Hardcopy letter
B22	James L. Shook, CPA	Jeremy Shook	Online comment form text
B23	T. Scandia Motors	Regina Dibb	Email
B24	Unspecified	Linda Nishi-Strattner	Hard-copy letter
B25	Unspecified	Mark Nishi-Strattner	Hard-copy letter
B26	Village Inn	Ryan Sweeney	Spoken testimony at public hearing (July 19, 2018)
B27	Village Inn	Ryan Sweeney	Spoken testimony at public hearing (July 26, 2018)
B28	Way W. Lee General Contractor, Inc.	Ken Lee	Online comment form text and attachment

Table J2.3-1. Index of Draft EIS Business Comments (*multipage table*)

Comment ID	Business Name	Commenter Name	Comment Type
B29	Way W. Lee General Contractor, Inc.	Ken Lee	Spoken testimony at public hearing (July 19, 2018)
B30	Winterbloom Inc.	Phil Thornburg	Spoken testimony at public hearing (July 19, 2018)

Ascend Holdings, Inc.

July 30, 2018

Southwest Corridor Partner Staff; Members of the Steering and Community Advisory Committee:

My name is Brian Spencer, V.P. with Ascend Holdings, Inc. We own property at 14020 SW 72nd Ave, Tigard Oregon which is a roughly 8 acre parcel current occupied by United Rentals, Inc. Prior to United Rentals occupying this property in 1998, it was occupied by Power Rents and was the headquarters of a locally owned 18 branch equipment rental company. Power Rents moved to this property in 1991 so the current use has not changed in 27 years. Our company is a member of the Coalition for SW MAX Railroad Options, a group of businesses committed to the best interests of Tigard and the greater Portland area in seeking the most effective option in addressing the region's growing transportation needs.

Ascend Holdings, Inc. and the Coalition supports the IRP (Initial Route Proposal) as it appears in the DEIS (Draft EIS) issued in June. With the IRP, the Partner staff recommended "through" route travels alongside existing rail tracks. Our review of the DEIS and its attachments fully and accurately support this IRP recommendation. This railroad route (C2), which the Coalition has been a proponent of all along, is the best route for the following reasons:

- **Faster travel time**
- **Most cost effective to operate**
- **Lower capital costs**
- **Most comprehensive multimodal transportation plan with Tigard-Tualatin connectivity**
- **Best support of the Tigard Triangle Strategic Plan**
- **Most accessible to the residents and transit dependent people of Tigard**
- **Displaces fewer businesses and employees and provides for significant economic development**
- **Maintains projected ridership as anticipated**

Our support aligns with Metro, TriMet and other jurisdictional planning staff and engineers for this important project for the region.

On behalf of Ascend Holdings, Inc. and Coalition members, we request all deciding parties from this point forward support the IRP; the DEIS and its findings, in making the IRP the Preferred Alternative (PA) and moving this work into the FEIS (Final EIS) and the Regional Transit Plan.

Thank you,

Brian Spencer
360-256-9432 (telephone)
brian@ascendholdings.com (email)

B02: Ash Court Apartments

From: [Eryn Kehe](#)
To: [swcorridordeis](#)
Subject: Fwd: Southwest Corridor Plan
Date: Tuesday, July 17, 2018 10:04:56 AM

Support for refinement 5. Tigard TC.

----- Forwarded message -----

From: Fanny Bookout [REDACTED]
Date: Jul 17, 2018 12:26 AM
Subject: Southwest Corridor Plan
To: Eryn Kehe <Eryn.Kehe@oregonmetro.gov>, Fanny Bookout [REDACTED]
Cc:

July 17, 2018
[REDACTED]
[REDACTED]

Eryn Deeming Kehe, AICP
600 NE Grand Avenue
Portland, OR 97232

RE: Southwest Corridor Plan

Dear Mrs. Deeming Kehe:

The purpose of this letter is to give my opinion about the Southwest Corridor Plan.

As you know I am the owner of Ash Court Apartments located at 8775 SW Commercial Street, Tigard, OR 97223.

This complex has 18 apartments that can be considered low income apartments based on the rents. I do have some tenants that have been with me for over 20 years. These tenants are senior citizens who are now on fixed incomes. Their apartments are their homes that they now cherish.

The area where these apartments are located is surrounded by apartments whose rents are very similar to mine. I understand that there are a total of 77 apartments in this area. The tenant population appears to also be low income.

The Portland area and suburbs are at the moment experiencing a housing crisis and rents have increased quite significantly.

There is no way that my tenants if displaced will be able to afford the rents that are now in place. It will be quite detrimental to them to lose their homes and be unable to find housing, in this market, that they can afford. Are they going to join the homeless population? I certainly

hope not. There is the possibility that roughly about 400 people could very easily become homeless if the original plan is accepted and proceed with this plan.

I am certain that the people involved in this project will take into consideration this situation. Probably they would not be happy to be responsible to cause so much pain and suffering to so many people by making the wrong decision.

It is also worthwhile to mention the fact that the nice building and parking lot that was built not too long ago, the American Legion, will also be affected. Where are the folks who come to this building for meetings, events, going to go? I feel strongly that this building should be respected.

The Southwest Corridor Plan that goes east of Hall boulevard will not displace so many folks from their homes and should be the plan of choice.

Respectfully,

Fanny Bookout
owner



June 25, 2018
Our 118th Year

Members of the Community Advisory Committee:

Hello, I am Mark McGirr, President of Atiyeh Bros., Inc. Rugs and Carpeting and Co-Chair of the coalition of Tigard businesses, named "Coalition for SW MAX Railroad Options". Members of the CAC, thank you for your hard work to date and what is in front of you as you formulate your recommendations to the Steering Committee.

Atiyeh Bros. and the Coalition supports the IRP (Initial Route Proposal) as it appears in the DEIS (Draft EIS) issued this month. In the Southern section of the IRP, from Downtown Tigard to Bridgeport, the Staff recommended "through" route travels alongside existing rail tracks. It is very affirming for the Coalition, that the engineers and planning staff concluded that the railroad route (choice C2) is the best route for the following reasons:

- **Faster travel time**
- **Most cost effective to operate**
- **Lower capital costs**
- **Most comprehensive multimodal transportation plan with Tigard-Tualatin connectivity**
- **Best support of the Tigard Triangle Strategic Plan**
- **Most accessible to the residents and transit dependent people of Tigard**
- **Displaces fewer businesses and employees and provides for significant economic development**
- **Maintains projected ridership as anticipated**

As we all study and dive further into the DEIS I want you to know that I truly believe that the project partner staff have got it right with the IRP, and that they have heard our Coalition, and that they have taken into account the CAC's detailed observations and considerations. On behalf of Atiyeh Bros and Coalition Members I request the Committee support the IRP, the DEIS and its findings, in its recommendation to the Steering Committee.

Mark McGirr, Atiyeh Bros., and members of our coalition remain committed to helping this Committee, the Steering Committee, the City of Tigard and project partner staff, in any way we can, to support the DEIS affirmed IRP to the selection as the PA (Preferred Alternative), and adoption into the RTP (Regional Transit Plan).

We will continue to engage with stakeholders, attend meetings and offer the Coalition as a resource, if needed, during the remainder of the process.

Thank you very much

Mark McGirr
503-639-8642
mark@atiyehbros.com



July 19, 2018
Our 118th Year

Members of the Southwest Corridor Steering Committee:

Hello, I am Mark McGirr, President of Atiyeh Bros., Inc. Rugs and Carpeting and Co-Chair of the coalition of Tigard businesses, named "Coalition for SW MAX Railroad Options".

Since Mid-June when the DEIS (Draft EIS) was made available, I have poured through all 3,900 pages of the six (6) chapters, the appendices and the attachments. What a body of work and an eye opener. I have found the detailed maps, tables of data, comparisons made in all areas and the resulting evaluation of alternatives to be informative, accurate and fully document why the IRP (Initial Route Proposal) has been chosen by the project partner staff.

Atiyeh Bros.' and the Coalition fully support the IRP. It is very affirming for the Coalition, that the engineers and planning staff concluded that the "through" railroad route (choice C2) is the best route to be included. It is faster, lower cost, has better access, traffic impacts are the least disruptive, will have much lower impact on businesses and employment, and provides the most robust transportation plan and fully includes Tigard in it.

On behalf of Atiyeh Bros and Coalition Members I request the Committee swiftly approve and adopt the IRP and its mitigations so it can be made the PA (Preferred Alternative) in the FEIS and adopted into the RTP (Regional Transit Plan).

Thank you very much

Mark McGirr
Atiyeh Bros., Inc.
503-639-8642
mark@atiyehbros.com

071918 SWC SteeringC Testimony - M McGirr - Atiyeh Bros 7/19/2018 11:31 AM

1 spot for them to spend their local resources for
2 both coffee and pie.

3 My second point is -- it gets a little
4 more into the alignment. It's a little more to cost
5 intensiveness, to the degree in which the alignment
6 cannot have active crossings at the major
7 thoroughfares now on Barbur, and coming up downtown
8 will not only save future lives as in MAX versus
9 pedestrian impacts, but also MAX versus car impacts.
10 And every time you can elevate those crossings, much
11 like through the orange line into Milwaukie out to
12 the southwest, you will prevent future crashes.
13 Whether it's this year or next year, just a factor
14 of running trains at grade. And not only does that
15 impact also involve people, but also the operators
16 as well as impacts on time performance. Just those
17 two thoughts towards public safety. Thank you.

18 COUNCILOR DIRKSEN: Thank you.

19 Mark McGirr followed by Kevin Watkins.

20 MR. MCGIRR: Good evening. I'm Mark
21 McGirr, President of Atiyeh Brothers Rugs and
22 Carpets, and our business is located at 6750
23 Southwest Bonita Road, which is by Sequoia Parkway
24 near I-5. I'm also the co-chair of a coalition of
25 businesses named Coalition for Southwest MAX

1 Railroad Options. Most of our study -- and I've
2 been involved and the coalition has been involved
3 since May, and we've met with several of each of you
4 and partner staff, and really focused more of our
5 study on the decision that you have ahead on August
6 13th in deciding, you know, what's the best route to
7 push forward in the FEIS.

8 Since mid-June when the DEIS was made
9 available, I have poured through all 3900 pages of
10 the DEIS, the six chapters, the appendices and the
11 attachments. I didn't study them quite to the
12 extent that others have, but mainly just picking the
13 right route with looking at environmental factors
14 and other items. And what a body of work that DEIS
15 is, it's an eye opener. I found the detailed maps,
16 the tables of date, the comparisons made in all the
17 areas and resulting evaluation of alternatives and
18 the way of routes to be very informative. And it
19 fully documents, in my opinion, why the IRP has been
20 chosen by the project partner staff.

21 Atiyeh Brothers and the coalition fully
22 support the IRP as it's laid out with its
23 modifications and mitigations. It's very affirming
24 for the coalition that the engineers and the
25 planning staff did conclude that the through

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1 railroad route, choice C2, is the best route to be
2 included in the IRP. It's faster, lower costs, has
3 better access. Traffic impacts are the least
4 disruptive of the six choices that were put out in
5 that C section, and it will have much lower impact
6 on businesses and employment and provides the most
7 robust transportation plan, and fully includes
8 Tigard in that plan.

9 On behalf of Atiyeh Brothers and the
10 coalition members, I request that the Committee
11 swiftly approve and adopt the IRP and its
12 mitigations so it can be made the PA, the preferred
13 alternative, in the FEIS and adopt it into the
14 regional transit plan. Thank you very much.

15 **COUNCILOR DIRKSEN:** Thank you.

16 Kevin Watkins followed by Les and Kathy --
17 I'm not sure.

18 **MRS. ALBERQUE:** Alberque.

19 **MR. WATKINS:** Thank you. We have been
20 residents of Tigard since 1984. We moved here in
21 March. That means we've been here over a third of a
22 century. And it's been real dramatic for us to see
23 the changes in the past 30 to 40 years to now,
24 specifically with transportation. My wife taught at
25 Fowler Junior High and there used to be a four-way

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*Way W. Lee General Contractor, Inc.
5210 SE 26th Avenue,
Portland, Oregon 97202
(503) 234-0591*

July 19, 2018

Southwest Corridor
600 NE Grand Ave.
Portland, OR 97232

Dear members of the Steering Committee:

As owners of properties along the south side of Pacific Highway 99W subject to acquisition, we object to the late inclusion of Design Refinement 4 (DR4) to the Initial Route Proposal (IRP) of the SW Corridor Light Rail Project. We believe this refinement has significant problems and fails to meet the goals of the SW Corridor Project and the Tigard Triangle Strategic Plan.

The primary benefits addressed by DR4 on Page E-12 in Appendix E are, "... reduced visual impacts related to the presence of long segments of aerial rail guideway..." It then continues with a long, descriptive narrative of how DR4 crosses I-5, goes under Barbur, climbs over 68th Parkway, and then turns south.

While it is true that there are visual impacts for the B2 aerial light rail guideway when viewed from I-5 or crossing I-5 on Barbur, it is not unusual for a major overpass crossing a freeway with on and off ramps as is the case at 99W/Barbur/I-5. The visual impacts lost the will be more than offset by DR4's similar long segment of aerial rail guideway emerging from the Discount Tire location, rising over 68th Parkway, and then making a long sweeping curve dropping south to cross Red Rock Creek.

We are including with this letter graphic representations of DR4 on 99W as described and mapped in the Draft Environmental Impact Statement (DEIS) prepared by Fat Pencil Studio of

SW Corridor Steering Committee Letter from Design Refinement 4 Property Owners, 7/19/2018

Portland. There are three views, an eastbound view approaching 68th Parkway on 99W, a westbound view approaching the same intersection, and a view from the north side of 99W looking south at 68th Parkway. DR4 removes the businesses along 99W with an industrial Light Rail aerial guideway. Such guideways usually run along freeways like I-205 or along other existing railroad tracks like the Orange Line in Milwaukie.

Other anticipated benefits of DR4 cited in Table E-1 in Appendix E in terms of transit travel time, ridership, displacements, and costs. We believe these benefits also have problems and describe each below.

Transit Travel Time

Although DR4 eliminates the curve of the B2 Alternative as it crosses I-5, it then goes under Barbur and will have to slow to stop if the Baylor Station is moved to 99W at 68th Parkway. From there it will leave the 99W Station, climb over 68th Parkway on an aerial guideway, and continue on a long curving, aerial guideway descending down to a bridge crossing Red Rock Creek.

The length of DR4 from Barbur on the east side of I-5 to the Baylor Station is actually longer than the section of B2 that it replaces. The curvature of DR4 as it turns south has a tighter radius and is a sharper (i.e., slower) turn than B2, according to the map on Page F-27 in Appendix F. (We confirmed these measurements with tracing paper and the scale provide in Figure F-12.)

Although DR4 straightens the curve that B2 would make crossing over I-5, it has to descend under Barbur, climb over 68th Parkway, and negotiate a tighter, descending curve as it heads south. While B2 will require trains to slow through turns as they approach the Baylor Station, DR4 will have to stop at a 99W/68th Station and then start climbing from a dead stop to cross over 68th Parkway. If the Baylor Station remains, DR4 will still have to slow to negotiate the tighter turn south and then have to slow just as it picks up speed in order to stop at the Baylor Station. The actual transit travel time by including DR4 will not be that significant and may actually increase.

Ridership

As a late addition to the IRP and DEIS, staff suggests the Baylor Station and Park & Ride could be moved north to SW 68th Parkway and 99W to increase ridership because of the population demographics north of 99W. This certainly wasn't part of the plan for bringing the SW Corridor Light Rail Project into the Tigard Triangle for the last six years. If capturing ridership north of 99W was a goal, the Light Rail route should have been designed to come down the center of 99W like the Blue Line in Gresham on Burnside, and then turn south into downtown Tigard.

The primary goal of the SW Corridor Light Rail Project is to accommodate the growth in the region, and support the design and vision of the Tigard Triangle Strategic Plan (TTSP.)

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Included is Figure 2 of the Tigard Triangle Strategic Plan. The Baylor and Beveland Stations are located in the two planned residential areas of the Tigard Triangle Strategic Plan and will promote more ridership from the high density housing and ground floor retail businesses that are planned for those areas. It also provides better ridership access for the existing and future businesses north of Baylor and the businesses and schools south of Beveland.

Moving the Beveland Station north to Elmhurst with Design Refinement 5 and the Baylor Station north to 99W/68th with DR4, effectively gives only one stop in the Triangle. It moves Light Rail access away from businesses, universities, and high density housing to the south. Likewise, it moves access to Light Rail away from high density housing and retail stores already prepared for development at 69th Avenue between Dartmouth and Atlanta. This will only limit the mass transit-oriented development and potential in the Triangle.

The DEIS does not provide any ridership statistics, but potential riders north of 99W will have to walk several blocks from the lower density neighborhoods, and then have to walk across five lanes of traffic on 99W to get to a station at that location. It's more likely that residents north of 99W will drive to the Park & Ride. Moving the Baylor Park & Ride north 1,500 feet to the south side of 99W is not going to be a compelling, extra incentive to attract a significant increase in ridership for residents north of 99W.

The Baylor Station also makes more sense for the location of a Park & Ride. It puts Light Rail access closer to the high population on the southeast side of the Haines Street Overpass at the east side of I-5. It also pulls more eastbound traffic during the morning rush hour off of 99W from the west entrance to Dartmouth or 72nd Avenue, than would a location on 68th Parkway where there are already log jams trying to access the I-5 northbound ramp.

Pulling traffic off of 99W has been a longtime goal of ODOT and the City of Tigard. It's the reason why the original Tigard Triangle Master Plan adopted in the 1990's designated a, "Backage Road," be constructed between 99W and Atlanta, from 68th Parkway to 72nd. This plan failed only because the area where the road was designated to be built was through Red Rock Creek and the wetlands around it. After 20 years, the City finally recognized the problems with this requirement and removed it in the Tigard Triangle Strategic Plan.

Displacements

DR4 displaces 10 businesses on 10 properties paying property taxes, 4 of which are minority-owned. Table E-1 claims that although DR4 would impact businesses south of 99W, it avoids impacts to businesses and homes on the west side of I-5. On Page E-13 it states that DR4 would avoid a partial property acquisition for one large office campus adjacent to I-5.

According to Figure F-12, that large office campus is not actually a business, but the PERS Building and its parking lot. As a State agency, PERS does not pay property taxes. The building will remain intact, but some of its parking may be lost. Light Rail access at the Baylor

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Station will be at least a block closer than 68th and 99W to the PERS Building, which should be a net benefit to PERS, even with a loss of some parking.

Table E-1 and the narrative for Design Refinement 5 claim to reduce the number of partial property acquisitions required by the original location of the Beveland Station, but increase the number of full acquisitions of single family homes on Elmhurst and Hermoso Way, as well as a partial acquisition of the Walmart property. However, it also results in an even greater number of full acquisitions of commercial properties than the narrative claims because it forces moving the Baylor Station north and out of the Triangle, resulting in the addition of DR4 and its acquisition of the ten commercial properties.

Cost

Both Table 5.2-2 and Table E-1 state that DR4 and other design refinements will reduce costs. However, the first footnote in fine print for each table states:

“Numbers are approximate and subject to change because the design refinements have not been analyzed at the same level of detail as the alignment alternatives in the Draft EIS...”

The Barbur Undercrossing’s tunneling under Barbur is going to create its share of problems and costs, but there are more issues related to the cost of DR4. Its elevated aerial guideway over SW 68th Parkway will stay elevated as it turns and heads south towards the OEA property because the Lu’s Sports Bar’s grade has a significant drop from 99W heading south to the back of its parking lot above Red Rock Creek.

Constructing the aerial guideway undoubtedly will be more expensive than it first appears because Lu’s Sports Bar’s parking lot is built over boulders and non-engineered fill excavated from the north side of 99W. This can be confirmed by comparing published contour maps and aerial photos taken before the late 1960’s to similar maps and photos published and taken since the late 1970’s. Stability may be sufficient for a parking lot, but may not be for the Light Rail trains.

Other

Route C2 with or without Design Refinement 5 crosses a wetland area before crossing over Highway 217. DR4 crosses Red Rock Creek and disturbs the one protected stretch of the creek and its surrounding wetlands between 68th Parkway and 72nd Avenue. Way Lee General Contractor has spent over \$144,000 since 2013 eradicating approximately 2 acres of Himalayan blackberries and English Ivy, and planting over 3,000 native species under the direction of Clean Water Services, the Department of State Lands, and the U.S. Army Corps of Engineers to enhance the wetlands at the east end of Red Rock Creek and 68th Parkway.

One of the goals of the SW Corridor Light Rail Project is to, “Advance transportation projects that are sensitive to the environment...” For at least three year we were led to believe that Light Rail would avoid this area with Routes B1-B4 avoiding the sensitive area by traveling along existing infrastructure. The late inclusion of DR4 violates this goal and adds a second

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crossing of a wetland area and a Clean Water Services' vegetated corridor in the Tigard Triangle by Light Rail.

The addition of DR4 to the IRP is baffling. The visual impacts will be moved from the I-5 Freeway to the Northeast Entrance to Tigard. Transit travel time is questionable since the curvature of DR4 is actually tighter than any of the B1-B4 routes. DR4 moves the Baylor Station north, away from planned routes and high density development hoping to attract ridership from older, lower density neighborhoods across 99W. The partial loss of parking for a State agency building that benefits from Light Rail is coming at the expense of displacing 10 businesses, all of whom pay property taxes. Although there are claimed costs savings with all Design Refinements, each contains a footnote that their costs have not been analyzed at the same level of detail as the original route alternatives and are subject to change. Finally, DR4 includes a second crossing of wetlands in the Tigard Triangle.

None of this adds up or seem to justify the need for DR4 . For at least three years, the only routes into the Triangle from the east were the published B1-B2 routes. It was only last March that DR4 was added, and not really until last month that we were informed that our properties were a part of DR4—and DR4 has been added as part of the preferred route. Property owners on the DR4 route should have been afforded the same time during the last three years that property owners on the published Segments B and C Routes were given to comment on those proposed routes.

The late addition of DR4 does not meet the goals of the Southwest Corridor Light Rail Project. Listed among the purposes and needs for the Project according to S.2 of the DEIS are:

- support adopted regional and local plans including...the Tigard Triangle Strategic Plan...
- improve multimodal access to existing jobs, housing and educational opportunities...
- advance transportation projects that are sensitive to the environment, improve water and air quality, and help achieve the sustainability goals and measures in applicable state, regional and local plans

For the last three years, two Light Rail stations have been part of the SW Corridor Light Rail Project in the Tigard Triangle to accommodate the planned, high density housing consistent with the design and vision of the Tigard Triangle Strategic Plan, and supporting existing jobs and educational opportunities. Relocating the Baylor Station north to 99W and 68th Parkway moves it away from prime land ready for transit-oriented housing and business development on 69th between Atlanta and Dartmouth.

Moving the Beveland Station north to Elmhurst in DR5 doesn't address the void of moving the Baylor Station because it doesn't move far enough north. It also moves access away from the business and universities at the south end of the Triangle.

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Modifying the original plan by inserting DR4 in the SW Corridor Light Rail Project not only reduces support for the Tigard Triangle Strategic Plan, it also doubles the impact and is less sensitive to the environment by creating a second Light Rail crossing of a wetland in the Triangle. We urge the Steering Committee to eliminate Design Refinement 4 from the Preferred Alternative Route.

Respectfully,



Ken Lee, Way W. Lee General Contractor, Inc.

Chick-Fil-A
10935 SW 68th Pkwy
Tigard, OR 97223



Tabon Chang

Chang's Mongolian Grill
10900 SW 68th Pkwy
Tigard, OR 97223



Lu Xu Jian,

Lu's Sports Bar & Lounge
11530 SW Pacific Hwy
Tigard, OR 97223



Jitesh Desai

Quality Inn
11460 SW Pacific Hwy
Tigard, OR 97223

SW Corridor Steering Committee Letter from Design Refinement 4 Property Owners, 7/19/2018

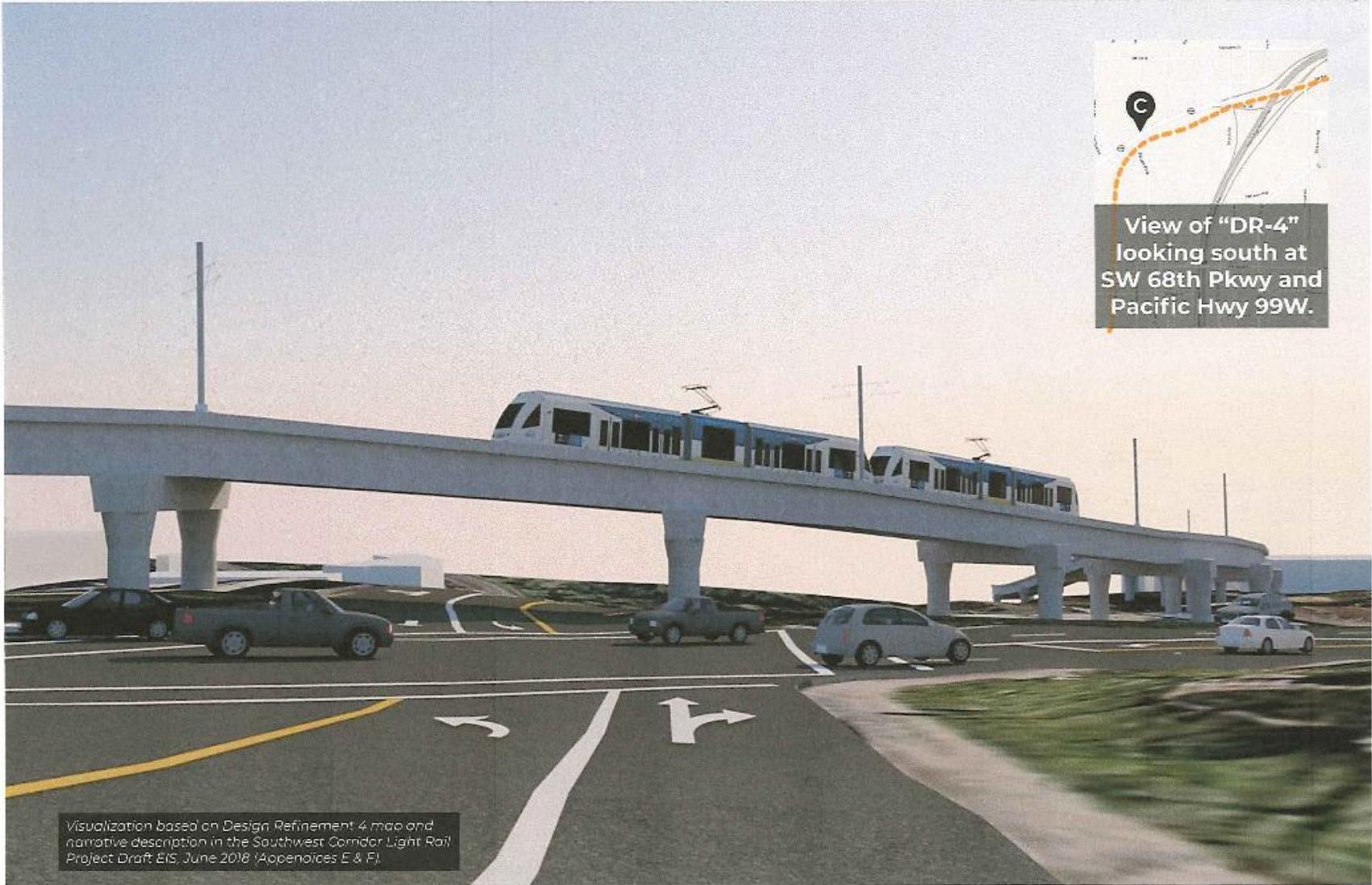


View of "DR-4"
eastbound on
Pacific Hwy 99W.

Visualization based on Design Refinement 4 map and narrative description in the Southwest Corridor Light Rail Project Draft EIS, June 2018 (Appendices E & F).



Visualization based on Design Refinement 4 map and narrative description in the Southwest Corridor Light Rail Project Draft EIS, June 2016 (Appendices E & F).



View of "DR-4"
looking south at
SW 68th Pkwy and
Pacific Hwy 99W.

Visualization based on Design Refinement 4 map and narrative description in the Southwest Corridor Light Rail Project Draft EIS, June 2018 (Appendices E & F).

Table E-1. Anticipated Effect of Design Refinements on Initial Route Proposal Alignment Alternatives

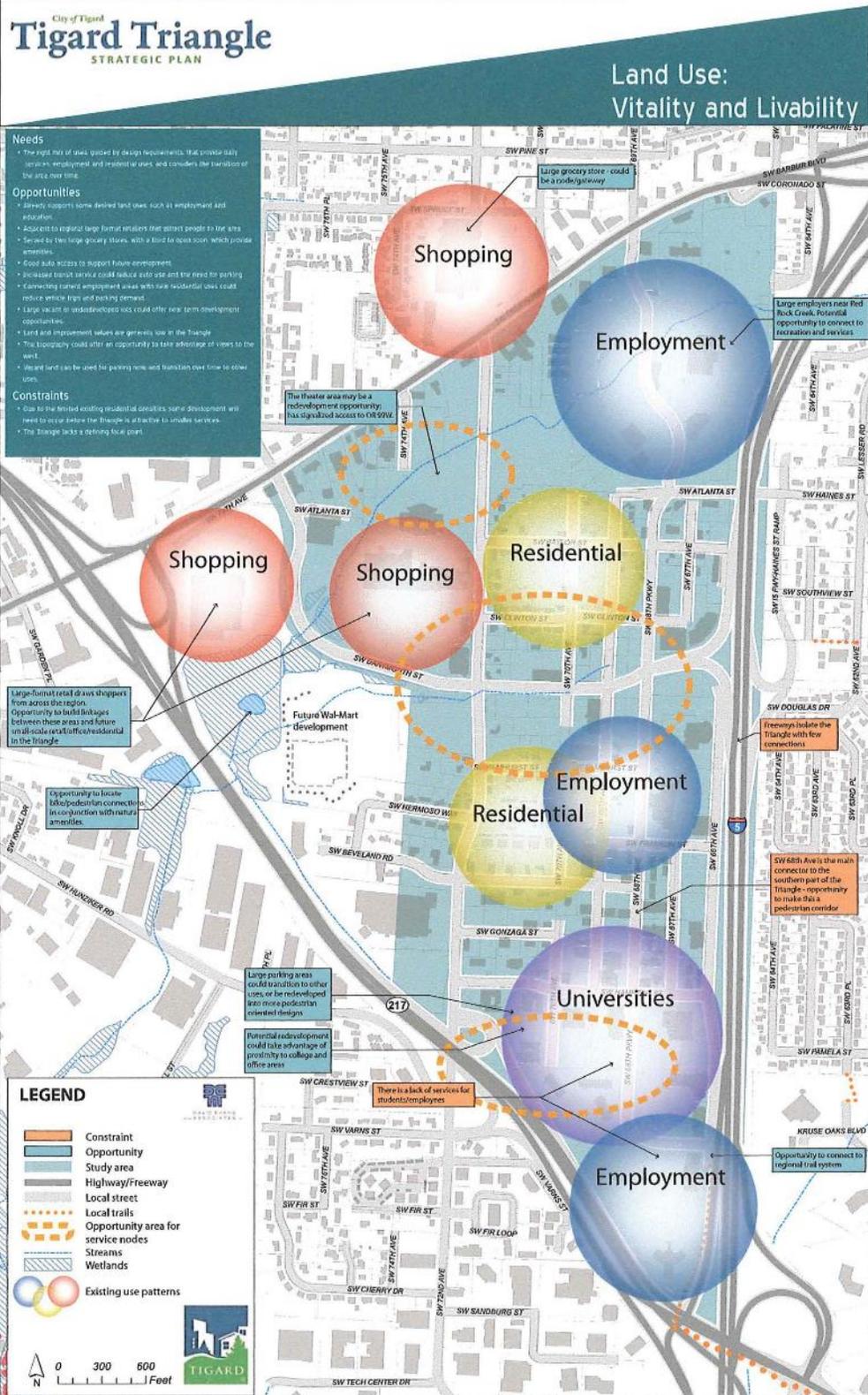
	Design Refinements: Anticipated Change from Initial Route Proposal Alignment Alternatives (A1, B2 and C2)					
	Refinement 1: Barbur Woods East-Side Running	Refinement 2: Taylors Ferry I-5 Overcrossing	Refinement 3: I-5 Undercrossing	Refinement 4: Barbur Undercrossing	Refinement 5: Elmhurst	Refinement 6: Tigard Transit Center Station East of Hall
Transit travel time						
PSU - Tigard TC or Bridgeport	Likely similar – would depend on curves and crossings in designs	Likely similar – would depend on curves and crossings in designs	Would reduce travel time slightly as a result of wider curves in the track	Would reduce travel time slightly as a result of wider curves in the track	Would reduce travel time because it would shorten track distance	Would reduce travel time because it would shorten track distance
Ridership						
Line riders and new system transit trips	Likely similar	Likely similar	Likely similar	Would increase ridership – station accessible for areas north of Pacific Hwy.	Could increase ridership slightly because of the faster travel time	Unclear – faster travel time but station further from core of downtown Tigard
Acquisitions & Displacements						
Residential, business and employee displacements	Would avoid displacing up to two single-family homes	Would add impacts to businesses and homes along SW Taylors Ferry Rd. but avoid impacts on the south side of SW Barbur Blvd. at SW Capitol Hwy.	Would avoid displacing up to two single-family homes	Would add impacts to businesses south of Pacific Hwy. but avoid impacts to businesses and homes along west side of I-5	Would avoid impacts on SW Beveland St. (mostly businesses) but add impacts on SW Elmhurst St. (mostly residential)	Would avoid impacts to apartments and businesses on SW Hall Blvd. and SW Ash Ave., but would add impacts to businesses in the industrial area south of SW Hunziker St.
Cost						
Operating and maintenance	No change	No change	No change	No change	No change	No change
Capital	Would reduce cost	Would reduce cost	Would reduce cost	Would reduce cost	Would reduce cost	Would reduce cost
Other						
Additional trade-offs	Would reduce construction impacts on SW Barbur Blvd. Further discussion needed about walking and biking access on SW Barbur Blvd. in The Woods Would avoid impacts to Newbury and Vermont trestle bridges, which are both potentially historic ²	Station at Barbur TC would shift to be in SW Barbur Blvd. instead of adjacent to I-5	Would result in partial parcel acquisition of two single- family homes that are potentially historic ²	Station at SW 68th Pkwy. would improve access for neighborhood north of Pacific Hwy.		Would shift the Tigard TC further from core of downtown Tigard and the WES Commuter Rail station Would avoid crossing SW Hall Blvd. twice

Note: TC = Transit Center.

¹ Numbers are approximate and subject to change because the design refinements have not been analyzed at the same level of detail as the alignment alternatives in the Draft EIS. Some of the design refinements would also be compatible with other alignment alternatives not included in the initial route proposal, but the change in impacts and benefits would differ.

² Eligible or potentially eligible for listing in the National Register of Historic Places

FIGURE 2



B07: CJH LLC

Email:

From: [Glenn Hayter](#)
To: [swcorridor@eis](#)
Subject: Letter regarding the SW Corridor Light Rail Plan
Date: Thursday, July 26, 2018 3:28:15 PM
Attachments: [Signed Coalition Letter.pdf](#)

Please accept the attached letter from CJH LLC in support of the C-2 Railroad Route as the best option....

Glenn Hayter
CJH LLC

Attachment:

CJH LL
2480 NE Century Blvd.
Hillsboro, Or. 97123

July 25th, 2018

Southwest Corridor Partner Staff; Members of the Steering and Community Advisory Committee:

My name is Glenn Hayter, Managing Partner of CJH LLC, a family owned limited liability company. Since 1995 we have owned the building and property located at 7400 SW Landmark Lane, which for the entire time has been leased to a local manufacturer. Our company is a member of the Coalition for SW MAX Railroad Options, a group of businesses committed to the best interests of Tigard and the greater Portland area in seeking the most effective option in addressing the region's growing transportation needs.

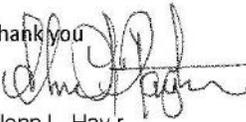
CJH LLC, and the Coalition supports the IRP (Initial Route Proposal) as it appears in the DEIS (Draft EIS) issued in June. With the IRP, the Partner staff recommended "through" route travels alongside existing rail tracks. Our review of the DEIS and its attachments fully and accurately support this IRP recommendation. This railroad route (C2), which the Coalition has been a proponent of all along, is the best route for the following reasons:

- o **Faster travel time**
- o **Most cost effective to operate**
- o **Lower capital costs**
- o **Most comprehensive multimodal transportation plan with Tigard-Tualatin connectivity**
- o **Best support of the Tigard Triangle Strategic Plan**
- o **Most accessible to the residents and transit dependent people of Tigard**
- o **Displaces fewer businesses and employees and provides for significant economic development**
- o **Maintains projected ridership as anticipated**

Our support aligns with Metro, TriMet and other jurisdictional planning staff and engineers for this important project for the region.

On behalf of CJH LLC and Coalition members, we request all deciding parties from this point forward support the IRP; the DEIS and its findings, in making the IRP the Preferred Alternative (PA) and moving this work into the FEIS (Final EIS) and the Regional Transit Plan.

Thank you



Glenn L. Hayter
Phone: 503-642-5611
Email: ghayter@apiams.com

B08: Digital One

Text submitted using online comment form:

I am writing to flag our business as a noise and vibration sensitive location. We are located between SW 1st and Naito, along SW Lincoln. We are an audio post production facility (recording studio), working primarily with advertising agencies, films, and corporate clients with Monday-Friday 9-6 business hours.

We reviewed the DEIS and it appears our recording studio was missed as a special use building along the alignment. On page 18 of Attachment E "Noise & Vibration Technical Results Report", lines 6 and 7 which says, "As of this initial analysis, there were no special use buildings identified near the project alignments." In the DEIS statement, section 4.2.4 "Potential Mitigation Measures", it points out that no long-term land use impacts requiring mitigation have been identified for any of the light rail alternatives.

In reviewing section 4.11.2, it discusses that vibration was measured along SW Lincoln and that the residences levels were below the FTA criteria. I'd like to point out that we worked with TriMet when the MAX Orange line was built. They installed a special vibration mat along Lincoln next to our building. They decided at the time to continue a lighter version of that mat along Lincoln between SW 4th and SW 1st to offset the vibration to the residences.

Please let me know if you have any questions or would like to discuss our situation in more detail.

Thank you,
Eric Stolberg
Digital One

B09: Digital One

Text submitted using online comment form:

Our business is located at 2112 SW 1st Ave, identified as map ID 99 on Appendix F Properties Affect by Acquisitions. I attended the open house last evening at the Hillsdale Library and was advised to place a comment here with any concerns. The proposed route would not run by our building, but the two alternate routes that go down Naito would have the track making a sharp turn from Lincoln onto Naito at the corner of our property. I'd like to flag that our business is sensitive to noise, and am concerned about the wheel squeal and vibration.

We have previously worked with TriMet when the Orange line was redirected to go down Lincoln. Extensive testing has been completed and steps taken to mitigate the noise/vibrations that otherwise would have made it impossible to perform our work. Between 2009 to 2013, the building owners worked closely with Jonathan Tillman, Trimet's PMLR Mitigation Manager and Daly Standlee and Associates to conduct a study to determine the impacts of the rail line on the building. Multiple reports with recommendations were presented on both vibration mitigation and airborne noise mitigation. Trimet has these reports on record, but we are happy to present copies for review. They also have the records of the mitigation steps taken.

I'm requesting to keep the communication open on what route is chosen and what we can expect if one of the alternate routes for Segment A is chosen.

Thank you for your time,
Michelle Stolberg
Digital One

1 So the major things I would like to have
2 considered is better police on the system, and two,
3 that you consider better bus system that the people
4 can use that goes out to them so that they can
5 actually transport back and forth.

6 And I have to admit I, also, in the past
7 40 years have been going to the Village Inn. That's
8 one of the places I've always gone. I was going
9 there when it used to be a rock pit. Okay. Thank
10 you very much for this time. And like I said, the
11 important thing to me is I do support mass transit.
12 I love it. I mean, after all those miles, I never
13 drive if I can get out of it so -- but it's the kind
14 of system is what's important as far as I'm
15 concerned. Thank you.

16 **COUNCILOR DIRKSEN:** Kevin Guinn followed
17 by Michelle Peay, is that correct?

18 **MR. GUINN:** Hi, I'm Kevin Guinn. I'm
19 Director of Property for the Girl Scouts of Oregon,
20 Southwest Washington. We have the property at 9620
21 Barbur Boulevard. I'm here this evening to provide
22 testimony as it relates to our property in the
23 Southwest Corridor Light Rail project. Our property
24 is found on page F15, Southwest Corridor DEIS,
25 Appendix F document with the identification numbers

1 6933 and 6934.

2 We are impacted and yet we still support
3 the project. GSOSW's preferred option is
4 alternative B2, I-5 Barbur TC to 60th, which would
5 locate the Barbur Transit Center station in the
6 center of Barbur Boulevard. This option seems to
7 have the least negative impact to our Portland
8 service center. We understand that we will be
9 contacted about the purchase of some property along
10 the Barbur right-of-away, and we'll have further
11 questions at that time.

12 In closing, we'd like to share with you
13 that the Girl Scouts have both a commitment to
14 science, technology, engineering, and math
15 programming, as well as a non-partisan civic
16 engagement initiative called the Girl Agenda. As
17 such, we would like to plant a seed with Metro and
18 TriMet and ask you to consider engaging local Girl
19 Scouts in the appropriate phase of planning and
20 design. For example, perhaps we can have processes
21 surrounding the selection of public art or landscape
22 architecture. We'd also be happy to partner with
23 you to provide girls with the opportunity to help
24 shape the future of their community. Thanks a lot
25 for your time and consideration, and good evening.

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1 Good luck.

2 COUNCILOR DIRKSEN: Thank you.

3 Michelle Peay followed by Chris Carpenter.

4 Peay, is that correct?

5 MS. PEAY: It's "Pay." My name is

6 Michelle Peay and I am a resident of the

7 neighborhood just north of refinement 4. Just to be

8 completely transparent, I'm also the manager of Lu's

9 Sport's Bar and Lounge, and I've also been a 40-year

10 customer of the Hi Hat -- formerly the Hi Hat, now

11 Lu's.

12 A couple of problems that I have with the

13 proposed route, not only that it will acquisition my

14 bar, that I'm not the owner of, I just worked really

15 hard to get it where it is. To reduce the traffic

16 congestion, it says that this will reduce the

17 traffic congestion. And unfortunately, I live

18 within two blocks of it, 3,000 feet, and I drive

19 that probably 20 times a day. And drawing more

20 drivers to 68th in a Park & Ride is not going to

21 decrease traffic in any way. I know that there's

22 low-income or affordable housing going in underneath

23 in the upper part of the triangle behind the bar.

24 If the station was lower within walking distance

25 with sidewalks down below, it would be more

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NAEGELIUSA.COM

LA NOUE
Development & Construction

Eryn Deeming Kehe
Senior Communications Specialists

July 9, 2018

Metro
600 NE Grand Ave.
Portland, Or 97232-2736

Re: Proposed Light Rail Route Serving Portland/Tualatin

Dear Ms. Kehe,

Thank you for arranging the introduction meeting with members of the staff at Metro and yourself this past week. The team's presentation outlined several alternative routs all of which could have a negative impact on the property that I own at 10075 SW Barbur Blvd.

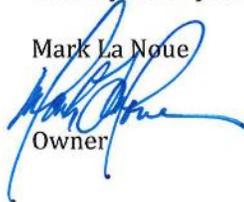
As a potentially impacted owner, I wish to state for the record that Alternative B2: I-5 Barbur TC to 60th, as presented, will have little or no encroachment on my property. With this design we may avoid litigation.

The property in question is known as the Capital Corner Shopping Center. The Center is a two building complex anchored by Chase Bank in a stand alone facility and in the larger building we have nationally known tenants such Goodwell and Domino's Pizza. The configuration of the Center does not allow for a partial taking of either structure.

I encourage all parties to this important project to give serious consideration to the B2 alignment. This design will have minor negative impact to the immediate neighborhood.

Thank you for your consideration.

Mark La Noue



Owner

B12: Les Schwab***Text submitted using online comment form:***

Les Schwab operates a store at 8910 SW Barbur Blvd. Two of the alternatives, I am informed by staff, would involve the elimination of our store that is less than 10 years old. This would result in the loss of around 20 living wage paying jobs, complete with health care and profit sharing. We cannot merely take any condemnation proceeds and build a store elsewhere. This store serves a discrete market and it is unlikely we can come up with a similar sized parcel in the same market.

We support the development of mass transit. We support doing so in a manner that does not harm local businesses that contribute to the local economy and the livability of the community through support of many charitable and civic causes. The alternatives that put MAX along I-5 would help to bolster business, not harm it.

B13: Oregon Education Association

Email:

From: [Theresa Hansen](#)
To: [swcorridordeis](#)
Cc: [Jim Fotter](#)
Subject: Southwest Corridor Light Rail Project Comments
Date: Monday, July 30, 2018 10:48:43 AM
Attachments: [Southwest Corridor Light Rail Letter 07-24-18.pdf](#)

Hello,

Please accept the attached letter from the Oregon Education Association. This is our public comment in response to the Southwest Corridor Draft Environmental Impact Statement.

Please let me know if you have any questions.

Theresa Hansen
Director of Administration and Human Relations
Oregon Education Association

[Redacted contact information]



Attachment:



July 30, 2018

Ms. Eryn Deeming Kehe, AICP
Metro Regional Center
Southwest Corridor
600 NE Grand Avenue
Portland, Oregon 97232

Re: Southwest Corridor Light Rail Comments

Dear Ms. Kehe,

On behalf of the Oregon Education Association (OEA), please consider this letter as our formal comments regarding the proposed Southwest Corridor Light Rail Plan and the Draft Environmental Impact Statement (DEIS) currently available for public review.

The OEA is a union that represents about 46,000 educators working in pre-kindergarten through grade 12 public schools and community colleges. OEA's membership includes licensed teachers and specialists, classified/education support professionals (ESPs), community college faculty, retired educators, and student members.

Our organization is in favor of public transportation, including light rail, because it provides students and our members safe and economical access to schools and their community. However, the proposed route of the Southwest Corridor light rail significantly impacts our statewide office campus located at 6900 SW Atlanta Street, Tigard, Oregon 97223. The modified route runs the light rail along 70th Avenue, south of HWY 99 W. This alternate route cuts through the middle of our 17.76 acres of property.

Outlined below are our preliminary comments on these impacts which will require further discussion, more precise information and economic evaluation:

- 1. Ability to Sell or Develop.** The uncertainty of the potential route of light rail diminishes the market value of our property for at least seven years.
- 2. Design Restriction.** The potential for having light rail divide the property creates less flexibility in the development design for one large property, and two smaller properties create multiple building set back requirements which diminishes the market value of our property.

Working wonders for public education

6900 SW Atlanta Street, Portland, Oregon 97223 503.684.3300 800.858.5505 Fax: 503.684.8063 www.oregoned.org

Page 2

Southwest Corridor Light Rail Comments

July 30, 2108

3. Reduction of Property. The right of way for light rail is thirty-five feet wide and approximately six hundred feet in length. In addition, there will be a requirement to provide a construction and eventually a maintenance easement for one or both sides of the rail. The light rail easement alone is approximately 21,000 square feet and may double or triple in size in consideration of the other required easements.

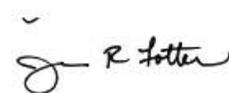
4. Compensation for Air Rights. The light rail right of way and the easements represent only the footprint of the diminished land area. The property is zoned to allow four story buildings so the total affected square footage is four times the footprint. Therefore, the market value of the property is diminished by the inability to utilize these air rights.

5. Right to Peaceful Use and Enjoyment. The proposed light rail route crosses over and through two pristine wetland areas including one creek. In addition, the noise and obstruction of natural views caused by an elevated light rail diminishes both the market and environmental value of the property.

6. Accessibility. The bisecting of our total property by the light rail prevents accessibility from the currently developed portion of our property to 72nd Avenue by walking, biking or automotive traffic, further diminishing the market value and quality of the future use of the property.

In summary, we request that the Southwest Corridor planners consider and plan for an alternative light rail route, moving it away from 70th Avenue. At a minimum, we respectfully request that Metro and City of Tigard planners work with us to reduce the negative impacts to our property.

Sincerely,



James Fotter
Executive Director

Cc: John Larson, OEA President
Reed Scott-Schwalbach, OEA Vice President
Adam Arms, General Counsel
Kevin Washington, Assistant Executive Director of the Center for Business and Finance
Theresa Hansen, Director of Administration and Human Relations

B14: Paul Schatz Home Furnishings

Email:

From: [paul.schatz](#)
To: [swcorridor/eis](#)
Cc: [Mark McGirr](#)
Subject: FW: document
Date: Friday, July 27, 2018 3:09:09 PM
Attachments: [Untitled_20180727_044834.pdf](#)

Here's comments from Paul Schatz.
Thank you

Attachment:

**Paul
SCHATZ**

Home Furnishings

6600 SW Bonita Rd
Tigard, OR 97224
503-620-6600
www.paulschatzfurniture.com

July 23, 2018

Southwest Corridor Steering Committee Members and Partner Staff:

My name is Paul Schatz III and I represent Paul Schatz Home Furnishings. We have been in the Portland Oregon area since 1919 when my grandfather started our company.

Over the years our company has been located all over the Portland area: the Hollywood district in 1939, Tualatin in 1973, and Delta Park in 1985. All of these stores were leased property. In 1997 we had the opportunity to purchase a permanent location that we could build on for our family's future and that is where we are located now, just south of Bonita Road next to I-5. Our company is a member of the Coalition for SW MAX Railroad Options, a group of businesses committed to the best interests of Tigard and the greater Portland area in its transportation, wellness, economic and lifestyle needs.

Four (4) of the six (6) alignment choices studied (the I-5 alignments) would have put a station and park & ride where we exist today. The thought of losing this location is devastating to our family, and to all the other businesses that have moved to this economically developed area for similar reasons. These properties are irreplaceable. We are pleased that the project partner staff have recommended a railroad alignment in the IRP (Initial Route Proposal) that was incorporated into the DEIS (Draft EIS). They have recognized the value that all of our businesses (including historic Atiyeh Bros. Rugs and Carpeting and The Portland Clinic - serving over 7,000 patients) bring to the community and specifically the Tigard, Tualatin communities.

Paul Schatz Home Furnishings and the Coalition supports the IRP as it appears in the DEIS issued in June. With the IRP, the Partner staff recommended "through" route travels alongside existing rail tracks. Our review of the DEIS and its attachments fully and accurately support this IRP recommendation. This railroad route (C2), which the Coalition has been a proponent of all along, is the best route for the following reasons:

- o **Faster travel time**
- o **Most cost effective to operate**
- o **Lower capital costs**
- o **Most comprehensive multimodal transportation plan with Tigard-Tualatin connectivity**
- o **Best support of the Tigard Triangle Strategic Plan**
- o **Most accessible to the residents and transit dependent people of Tigard**
- o **Displaces fewer businesses and employees and provides for significant economic development**
- o **Maintains projected ridership as anticipated**

Our support is in alignment with Metro, TriMet and other jurisdictional planning staff & engineers for this important project for the region.

On behalf of Paul Schatz Home Furnishings and Coalition Members, we request all deciding parties from this point forward support the IRP, the DEIS and its findings, in making the IRP the Preferred Alternative (PA), and moving this work into the FEIS (Final EIS) and the Regional Transit Plan.

Thank you,

A handwritten signature in black ink, appearing to read "Paul Schatz III", with a long horizontal flourish extending to the right.

Paul Schatz III

B15: The Portland Clinic

Good evening. My name is Katie Dobler. I'm the Chief Operations Officer for The Portland Clinic. The Portland Clinic is locally owned by physicians and will be celebrating its 100th anniversary in 2021.

The Portland Clinic has one of its six branches located in Tigard along I-5 between Bonita Road and Carmen Drive.

We are proponents of public transportation and offer benefits for our 600 employees to utilize Trimet throughout the metro area. I personally, take light rail in from East County to Downtown. We also know that many of our 90,000 patients depend on public transportation to seek medical care at our clinics.

The Portland Clinic is a member of the Coalition for SW MAX Railroad Options.

We support the planning staff's recent recommendation to follow the railroad line from Downtown Tigard to Tualatin as it not only reduces potential project costs, but also allows for faster travel time and best access to the residents and transit dependent people of Tigard. The displacement of fewer businesses and employees as well as the potential for significant economic development along east boundaries and properties adjacent to the railroad is another plus.

Our support is in alignment with the metro and jurisdictional planning staff & engineers.

I look forward to joining you this evening.

B16: The Portland Clinic***Text submitted using online comment form:***

I support Metro and Tri-Met choosing the alignment that parallels the railroad tracks from Downtown Tigard to Tualatin and doesn't impact businesses along I-5. Please find my attached letter representing the 600 employees of The Portland Clinic who support this option. Thank you for your consideration.



July 23, 2018

Southwest Corridor Steering Committee Members and Partner Staff:

My name is Dick Clark, the CEO of The Portland Clinic, which has one of its branches located at 6640 SW Redwood Lane along I-5 between Carmen Drive and Bonita Road – within the study area of the Southwest Corridor Light Rail extension.

The Portland Clinic is nearing its centennial celebration having started with four pioneer doctors in Downtown Portland in 1921. We are locally owned by 45 physicians and now employ 600 health care providers across our six locations – four of which are located in east Washington County.

We have established a network of branches to serve our 90,000 patients throughout the metro area. We have leased our branch office at Redwood Lane for the last 17 years. We have a long-term lease to continue operation there for at least the next 13 years. The branch has grown in its popularity and convenience and now serves 7,000 patients – about half of them are seniors coming from nearby King City and Summerfield Estates.

We have been able to create a network of health care providers around the clinic in Tigard and Lake Oswego to serve most of the needs of our patients and regularly refer patients to nearby Meridian Park Hospital and Providence St. Vincent Medical Center.

That is why we were concerned to learn about some of the alignment options for the Southwest Corridor Light Rail project. We wanted to offer constructive and pro-active input to the process. Thus, our company helped form the Coalition for SW MAX Railroad Options, a group of businesses committed to the best interests of Tigard and the greater Portland area in seeking the most effective option in addressing the region's growing transportation needs.

Four (4) of the six (6) alignment choices studied (the I-5 alignments) would have required the demolition of our medical clinic in order for the MAX line to run adjacent along I-5 between Bonita Road and Carmen Drive. The thought of losing this location is devastating to our doctors and patients.

We are pleased that the project partner staff at Metro and Tri-Met listened to our concerns and have recommended a railroad alignment in the IRP (Initial Route Proposal) that was incorporated into the DEIS (Draft EIS). They have recognized the value that all of our businesses (including historic Atiyeh Bros. Rugs and Carpeting and Paul Schatz Home Furnishings) bring to the community and specifically the Tigard and Tualatin communities.

Where relationships matter.

theportlandclinic.com



The Portland Clinic and the Coalition supports the IRP as it appears in the DEIS issued in June. With the IRP, the Partner staff recommended “through” route travels alongside existing rail tracks. Our review of the DEIS and its attachments fully and accurately support this IRP recommendation. This railroad route (C2), which the Coalition has been a proponent of all along, is the best route for the following reasons:

- **Faster travel time**
- **Most cost effective to operate**
- **Lower capital costs**
- **Most comprehensive multimodal transportation plan with Tigard-Tualatin connectivity**
- **Best support of the Tigard Triangle Strategic Plan**
- **Most accessible to the residents and transit dependent people of Tigard**
- **Displaces fewer businesses and employees and provides for significant economic development**
- **Maintains projected ridership as anticipated**

Our support is totally consistent with Metro, TriMet and other jurisdictional planning staff & engineers for this important project for the region.

On behalf of The Portland Clinic, we request all deciding parties from this point forward support the IRP, the DEIS and its findings, in making the IRP the Preferred Alternative (PA) and moving this work into the FEIS (Final EIS) and the Regional Transit Plan.

Thank you,

Dick Clark, CEO
The Portland Clinic



July 19, 2018

Good evening. My name is Michelle Cheney. I am the Branch Manager for The Portland Clinic South Office, located in Tigard along I-5 between Bonita Road and Carmen Drive at 6640 S.W. Redwood Lane.

I have been a proud Tigard resident for 14 years and I serve on the Board of Directors for the Tigard Chamber of Commerce.

The Portland Clinic South Location has 7,000 primary care patients and we serve between 150 – 200 patients per day. We have 15 specialty departments, a lab and an overnight sleep center. We have 1,500 patients who are over 65 and come to our clinic from nearby communities.

The South Clinic is one of our six branches in the Portland Area which total 600 employees. We are proponents of public transportation and offer half-price TriMet passes to our employees to use throughout the metro area. We also know that many of our 90,000 patients depend on public transportation to seek medical care at our clinics.

The Portland Clinic is a member of the coalition of Tigard businesses named “Coalition for SW MAX Railroad Options.” Members of the Steering Committee, The Portland Clinic, and the Coalition support the IRP (Initial Route Proposal) as it appears in the DEIS (Draft EIS) issued in June.

With the IRP, the Partner staff recommended “through” route travels alongside existing rail tracks This railroad route (C2), which the Coalition has been a proponent of all along, is the best route for the following reasons:

- **Faster travel time**
- **Most cost effective to operate with lower capital costs**
- **Most comprehensive multimodal transportation plan with Tigard-Tualatin connectivity**
- **Best route to support the Tigard Triangle Strategic Plan**
- **Most accessible to the residents of Tigard**
- **Displaces fewer businesses and employees and provides for significant economic development**
- **Maintains projected ridership as anticipated**

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DOWNTOWN

800 SW 13th Avenue
Portland, OR 97205
Ph 503 221 0161

BEAVERTON

16650 SW Millikan Way
Beaverton, OR 97003
Ph 503 646 0161

SOUTH

6640 SW Redwood Lane
Portland, OR 97224
Ph 503 620 7358

TIGARD

9250 SW Hal Blvd
Tigard, OR 97223
Ph 503 283 0161

NORTHEAST

5005 NE Sandy Blvd
Portland, OR 97215
Ph 503 237 6940

ALBERTY SURGICAL CENTER

9100 SW Cleson Road
Tigard, OR 97223
Ph 503 445 8066

APPOINTMENTS

Ph 503 223 3013

VANCOUVER DIRECT DIAL

Ph 360 638 3532

theportlandclinic.com



Our support is in alignment with Metro, TriMet and other jurisdictional planning staff & engineers for this important project for the region.

On behalf of The Portland Clinic and Coalition Members, I request the Committee support the IRP, the DEIS and its findings, in making the IRP the Preferred Alternative (PA) in August, moving this work into the FEIS (Final EIS) and the Regional Transit Plan.

Thank you,

Michelle Cheney, MBA
Branch Manager
The Portland Clinic, South Office

Where relationships matter.

theportlandclinic.com

1 same wetland. One of the goals of the DEIS is to
 2 advance transportation projects that are sensitive
 3 to the environment. Design refinements are supposed
 4 to help avoid or reduce impacts. Instead when
 5 you're adding DR4, you're adding a second crossing
 6 of a wetland and additional impacts.

7 Then the final objection we have is moving
 8 the Beveland station to north to 68th Parkway and
 9 99, with the hopes of attracting more ridership this
 10 late in the game. Ridership data should have been
 11 determined before putting the DR4 in the IRP. So we
 12 urge the Steering Committee to remove DR 4 from the
 13 IRP and come into the Tigard triangle through B2.
 14 Thank you.

15 **COUNCILOR DIRKSEN:** Thank you.

16 Next Michelle Cheng followed by Debi
 17 Mollahan.

18 Is it Cheng or Cheney?

19 **MS. CHENEY:** Cheney. Thank you. Good
 20 evening. My name is Michelle Cheney and I am the
 21 Clinic Manager for the Portland Clinic south office.
 22 We are located in Tigard along I-5, between Bonita
 23 Road and Carmen Drive. Our address is 6640
 24 Southwest Redwood Lane. I've been a proud Tigard
 25 resident for 14 years. I also serve on the Board

1 of Directors for the Tigard Chamber of Commerce.

2 The Portland Clinic south location has
3 7,000 primary care patients. We serve between about
4 150 and 200 patients per day. We have 15 specialty
5 departments, including primary care. We have also
6 have an overnight sleep center. We have 1,500
7 patients who are over 65. They come to our clinic
8 from nearby communities. The south clinic is one of
9 six clinics in the Portland area and we have about
10 600 employees.

11 We are big proponents of public
12 transportation and offer half-price TriMet passes to
13 all of our employees. We also know that many of our
14 90,000 patients depend on public transportation to
15 seek medical care at clinics.

16 The Portland Clinic is a member of a
17 coalition of Tigard businesses called the Coalition
18 for Southwest MAX Railroad Options. Members of the
19 Steering Committee, the Portland Clinic and the
20 coalition support the initial route proposal as it
21 appears in the DEIS. With the IRP, the partner staff
22 recommended through route travels alongside rail
23 tracks. The railroad route C2, which the coalition
24 has been a proponent of all along, is the best route
25 for the following reasons.

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1 Faster travel time, most cost effective to
2 operate, lower capital costs, most comprehensive
3 multi-modal transportation plan with the Tigard-
4 Tualatin connectivity, and the best route to support
5 the Tigard triangle strategic plan most accessible
6 to the residents of Tigard. We feel it displaces
7 fewer businesses and employees, and provides for a
8 significant economic development. It also maintains
9 projected ridership as anticipated. Our support is
10 in alignment with Metro, TriMet, and other
11 jurisdictional planning staff and engineers for this
12 important project for the region.

13 On behalf of the Portland Clinic and
14 coalition members, I request that the Committee
15 support the IRP to DEIS findings and making the IRP
16 the preferred alternative in August, moving this
17 work from the final EIS and the regional transit
18 plan. Thank you.

19 COUNCILOR DIRKSEN: Thank you.

20 The next up is Debi Mollahan, and she will
21 be followed by Steve Deangelo.

22 MS. MOLLAHAN: Good evening, I'm Debi
23 Mollahan, I'm CEO of the Tigard Chamber, and I'm
24 here on behalf of our member businesses, the larger
25 business community.

NAEGELI
DEPOSITION AND TRIAL



(800)528-3335
NAEGELIUSA.COM

B19: Stahancyk, Kent & Hook P.C.

Email:

From: [Jody Stahancyk](mailto:Jody.Stahancyk)
To: swcorridor@deis
Cc: nbudnick@portlandtribune.com; jason.allen@oregon.gov; agreen@oregonian.com; kerry.tymchuk@ohs.org; oregon.heritage@oregon.gov; sen.betsyjohnson@oregonlegislature.gov; sen.ginnyburdick@oregonlegislature.gov; elise_downing@wyden.senate.gov; amanda@portlandoregon.gov; dan@portlandoregon.gov; nick@portlandoregon.gov; Kiest.Craig@oregonlegislature.gov; rep.JenniferWilliamson@oregonlegislature.gov; [Joel Kent](mailto:Joel.Kent); [Jody Stahancyk](mailto:Jody.Stahancyk); [Laurel Hock](mailto:Laurel.Hock); kvernon@apmportland.com
Subject: Don't Let Portland Destroy a Historic William Fletcher Building
Date: Monday, July 30, 2018 4:39:59 PM
Attachments: [image001.png](#)
[Historic Building Photo\[1\].pdf](#)
[Duniway Plaza Origins\[1\].pdf](#)
[Oregonian April 28, 1967.pdf](#)
[Oregonian October 31, 1965.pdf](#)
[img07302018-160831_1\[1\]\[1\].pdf](#)

Portland Metro Steering Committee:

Our building located at 2400 SW 4th Avenue in Portland, Oregon is included in the Draft Environmental Impact Statement (DEIS) of the Southwest Corridor Light Rail Project because it will be negatively impacted by the proposed Segment A, Inner Portland, Alternative A-1, Barbur route.

On page 39 of the Cultural Resource Survey for the Southwest Corridor Light Rail Project, the writers correctly identify our building as “likely eligible for listing” in the National Register of Historic Places, but the writers of this Cultural Resource Survey have done you a disservice as they do not further explain the particular historical significance of this building.

We purchased this building in 2013, in part because we were acquainted with the [exquisite architectural work of William Fletcher](#). William Fletcher’s design skills are on par with modernist contemporaries such as Pietro Belluschi and John Yeon. Very few of the original Fletcher buildings from the 1960s remain intact, however our building is distinguished as being maintained in a manner consistent with its original design.

This building was featured in the Oregonian at its conception. It was dedicated over 51 years ago by Eugene Farley and Mayor Terry Schruck on Thursday, April 27, 1967. At the dedication, Mayor Schruck noted that this building was a “Portland First” in being fully leased on the day of dedication. *(See attached 4/28/67 Oregonian article.)*

The property at 2400 SW 4th Avenue is iconic of an important era in South Portland in the 1960s as it was built in the first phase of the [South Auditorium Urban Renewal Project](#). During the renewal, an upgrade to the area was accomplished but many culturally significant buildings were wiped out by the project. Please don’t wipe out another historic building! *(See attached Duniway Plaza Origins Book.)*

The Oregonian reported on the unique property and landscape design in 1965. *(See attached 10/31/65 Oregonian article.)* The landscaping was an integral part of the building’s construction as the building owners planned “landscaping to blend the site into the surrounding view of the river, mountains, western hills and the urban redevelopment area.” This was the intent for all William Fletcher buildings, but with our building it was carried out as demonstrated in the attached design photo. *(See attached design diagram of Duniway Plaza.)*

The property still boasts most of the original Azalea and Rhododendron plants from 1963. A number of these trees have grown much larger than expected and as a landscape architect employed to restore the property to its intended beauty has indicated, these Rhododendrons are a special kind from the 1960s that were not supposed to grow so high. When asked why the plants grew so large, he said “after 50 years, you’ll get large too.” *(See attached letter from Craig Kiest, Landscape Architect.)*

We have maintained the windows to be historically accurate. We fear that the shaking from the construction and light rail will make it impossible for us to maintain the historical significance of the building, as it will be cost-prohibitive and the building will have to be torn down.

We beg you to not put the light rail on Barbur, because we will not be able to remediate the damage that occurs. While we firmly support the purposes of this project and recognize the need for its

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Very truly yours,

Jody L. Stahancyk, Laurel P. Hook and Joel J. Kent
Impacted Property Owners at 2400 SW 4th Avenue, Portland OR 97201

cc:
Kerry Tymchuk; Executive Director, Oregon Historical Society;
Jason Allen; Historic Preservation Specialist;
Aimee Green; Oregonian;
Nick Budnick; The Tribune;
Oregon State Preservation Office;
Betsy Johnson, Oregon State Senate;
Ginny Burdick, Oregon State Senate;
Ron Wyden, Oregon State Senator;
Jennifer Williamson, House Majority Leader;
Amanda Fritz, Commissioner, City of Portland;
Dan Saltzman, Commissioner, City of Portland;
Nick Fish, Commissioner, City of Portland;
Craig Kiest, Landscape Architect;
Joe Weston, Weston Investment Co and Prior Owner.

Jody L. Stahancyk | *Attorney at Law, Senior Shareholder*

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Because e-mail can be altered electronically, the accuracy of this communication cannot be guaranteed.

From: [Jody Stahancyk](#)
To: [swcorridordeis](#)
Cc: [nbudnick@portlandtribune.com](#); [jason.allen@oregon.gov](#); [agreen@oregonian.com](#); [kerry.tymchuk@ohs.org](#); [oregon.heritage@oregon.gov](#); [sen.betsyjohnson@oregonlegislature.gov](#); [sen.ginnyburdick@oregonlegislature.gov](#); [elise_downing@wyden.senate.gov](#); [amanda@portlandoregon.gov](#); [dan@portlandoregon.gov](#); [nick@portlandoregon.gov](#); [Kiest Craig](#); [rep.jenniferwilliamson@oregonlegislature.gov](#); [Joel Kent](#); [Laurel Hook](#); [kvernon@apmportland.com](#)
Subject: Re: Don't Let Portland Destroy a Historic William Fletcher Building
Date: Monday, July 30, 2018 4:59:14 PM
Attachments: [image002.png](#)
[image001.png](#)

Attached is the corrected link to an article describing the [exquisite architectural work of William Fletcher](#).

Jody L. Stahancyk | *Attorney at Law, Senior Shareholder*

Visit our new website at <http://www.stahancyk.com>
Follow us on Twitter [@stahancyk](#)

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From: Jody Stahancyk <jody@stahancyk.com>
Date: Monday, July 30, 2018 at 4:37 PM
To: "swcorridorDEIS@oregonmetro.gov" <swcorridordeis@oregonmetro.gov>
Cc: "nbudnick@portlandtribune.com" <nbudnick@portlandtribune.com>, "jason.allen@oregon.gov" <jason.allen@oregon.gov>, "agreen@oregonian.com" <agreen@oregonian.com>, "kerry.tymchuk@ohs.org" <kerry.tymchuk@ohs.org>, "oregon.heritage@oregon.gov" <oregon.heritage@oregon.gov>, "sen.betsyjohnson@oregonlegislature.gov" <sen.betsyjohnson@oregonlegislature.gov>, "sen.ginnyburdick@oregonlegislature.gov" <sen.ginnyburdick@oregonlegislature.gov>, "elise_downing@wyden.senate.gov" <elise_downing@wyden.senate.gov>, "amanda@portlandoregon.gov" <amanda@portlandoregon.gov>, "dan@portlandoregon.gov" <dan@portlandoregon.gov>, "nick@portlandoregon.gov" <nick@portlandoregon.gov>, [Kiest Craig](#) <craig@huntingtonandkiest.com>, "rep.jenniferwilliamson@oregonlegislature.gov" <rep.jenniferwilliamson@oregonlegislature.gov>, [Joel Kent](#) <joel@stahancyk.com>, [Jody Stahancyk](#) <jody@stahancyk.com>, [Laurel Hook](#) <laurel@stahancyk.com>, "kvernon@apmportland.com" <kvernon@apmportland.com>
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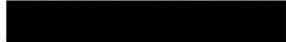
Very truly yours,

Jody L. Stahancyk, Laurel P. Hook and Joel J. Kent
Impacted Property Owners at 2400 SW 4th Avenue, Portland OR 97201

cc:
Kerry Tymchuk; Executive Director, Oregon Historical Society;
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Aimee Green; Oregonian;
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Betsy Johnson, Oregon State Senate;
Ginny Burdick, Oregon State Senate;
Ron Wyden, Oregon State Senator;
Jennifer Williamson, House Majority Leader;
Amanda Fritz, Commissioner, City of Portland;
Dan Saltzman, Commissioner, City of Portland;
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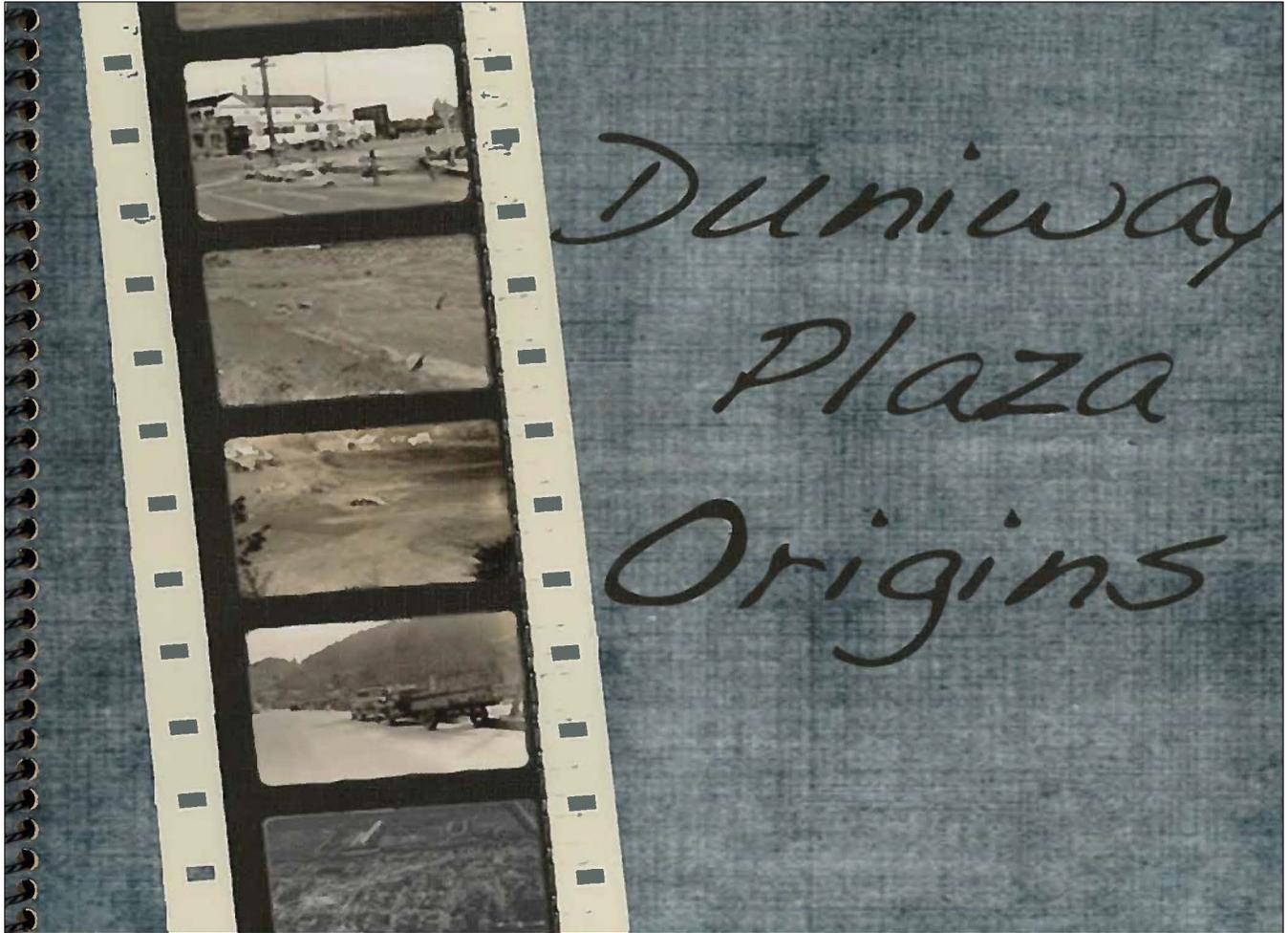


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Attachments:



SW Sheridan St. and 4th Ave., looking NE

Record Date: November 14, 1939

*Container: Public Works Administration (Archival)
Public Works Administrator – Photographs
Traffic Engineering: A-W, B-S, 1st – 82nd and Various*





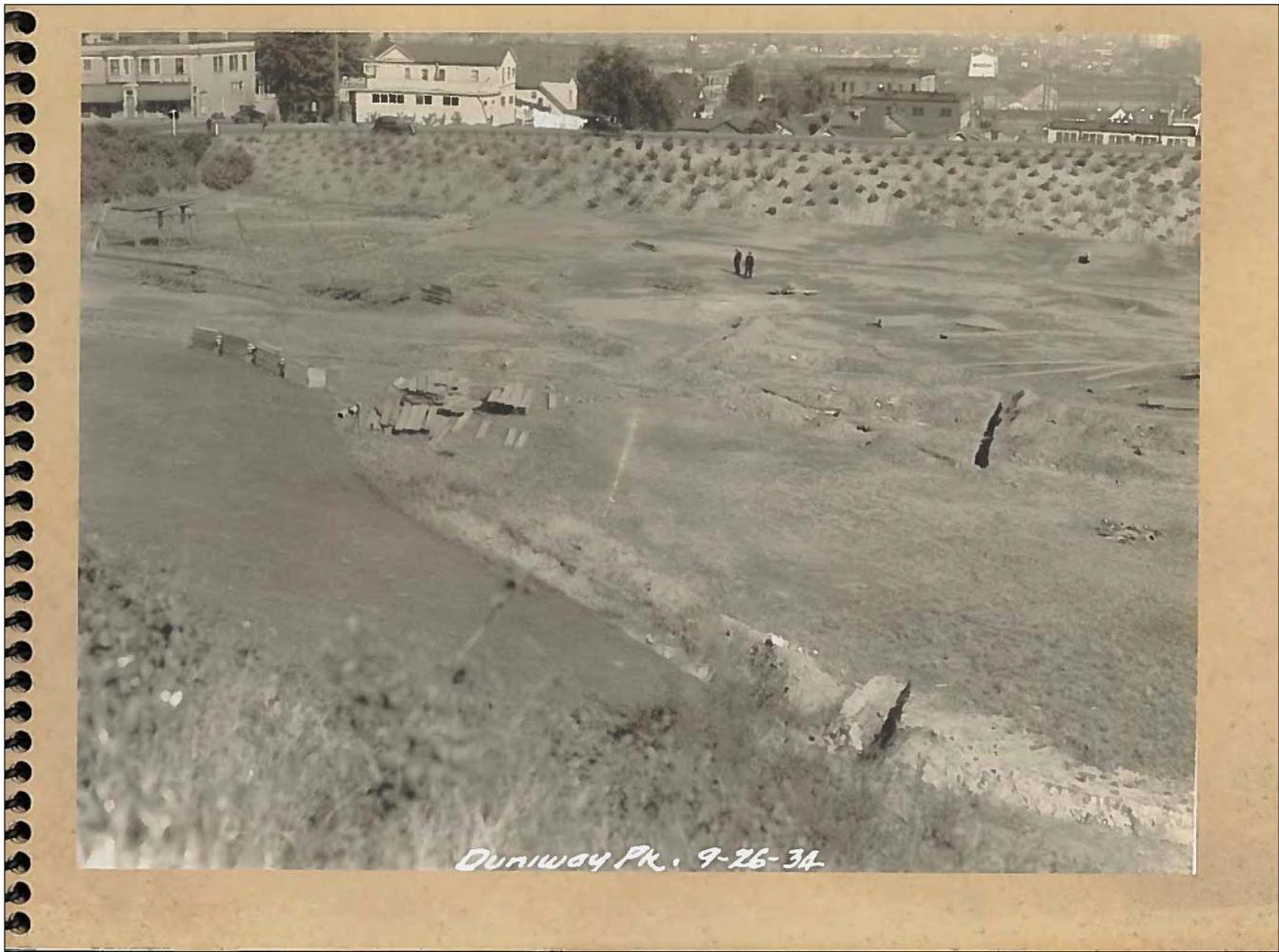
S.W. 4th & Sheridan 11-14-39

*Preliminary Work for Converting Duniway Park at SW
Sheridan and 6th Ave from Landfill to Park and Playground*

Record Date: September 26, 1934

*Container: Public Works Administration (Archival)
Public Works - Public Works Relief Projects -
Volume 6 : State Emergency Relief Administration
(SERA)*



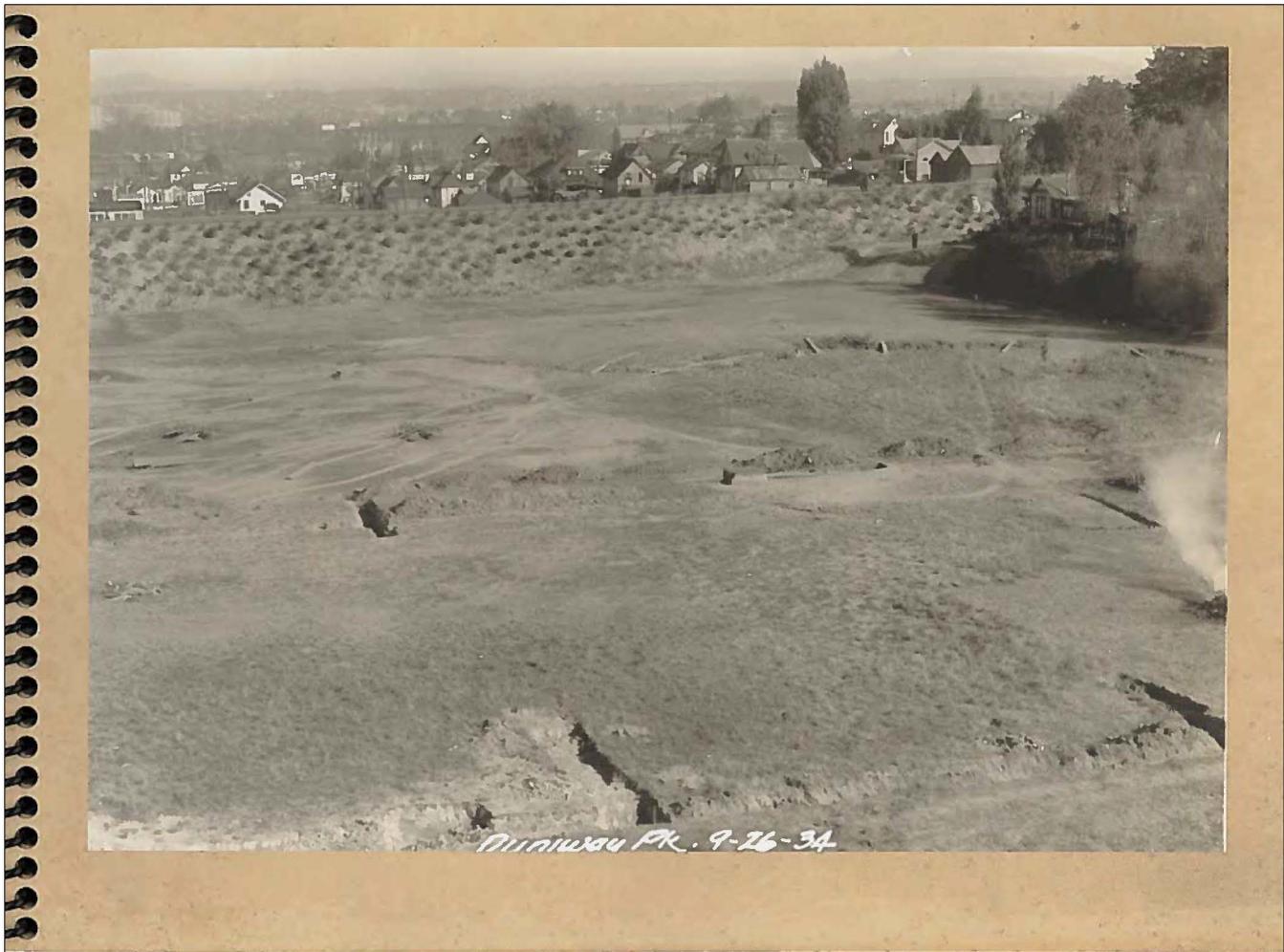


*More Houses and Preliminary Work for Converting Duniway
Park at SW Sheridan and 6th Ave. from Landfill to Park and
Playground.*

Record Date: September 26, 1934

*Container: Public Works Administration (Archival) -
Public Works - Public Works Relief Projects - \
Volume 6 : State Emergency Relief Administration
(SERA)*





Large Crew Grading at Duniway Park at SW Sheridan and 6th Ave. for Conversion from Landfill to Park and Playground

Record Date: December 5, 1934

*Container: Public Works Administration (Archival) -
Public Works - Public Works Relief Projects -
Volume 6 : State Emergency Relief Administration
(SERA)*





*Large Crew Grading at Duniway Park at SW Sheridan and 6th
Ave. for Conversion from Landfill to Park and Playground*

Record Date: December 5, 1934

*Container: Public Works Administration (Archival)
Public Works - Public Works Relief Projects -
Volume 6 : State Emergency Relief Administration
(SERA)*



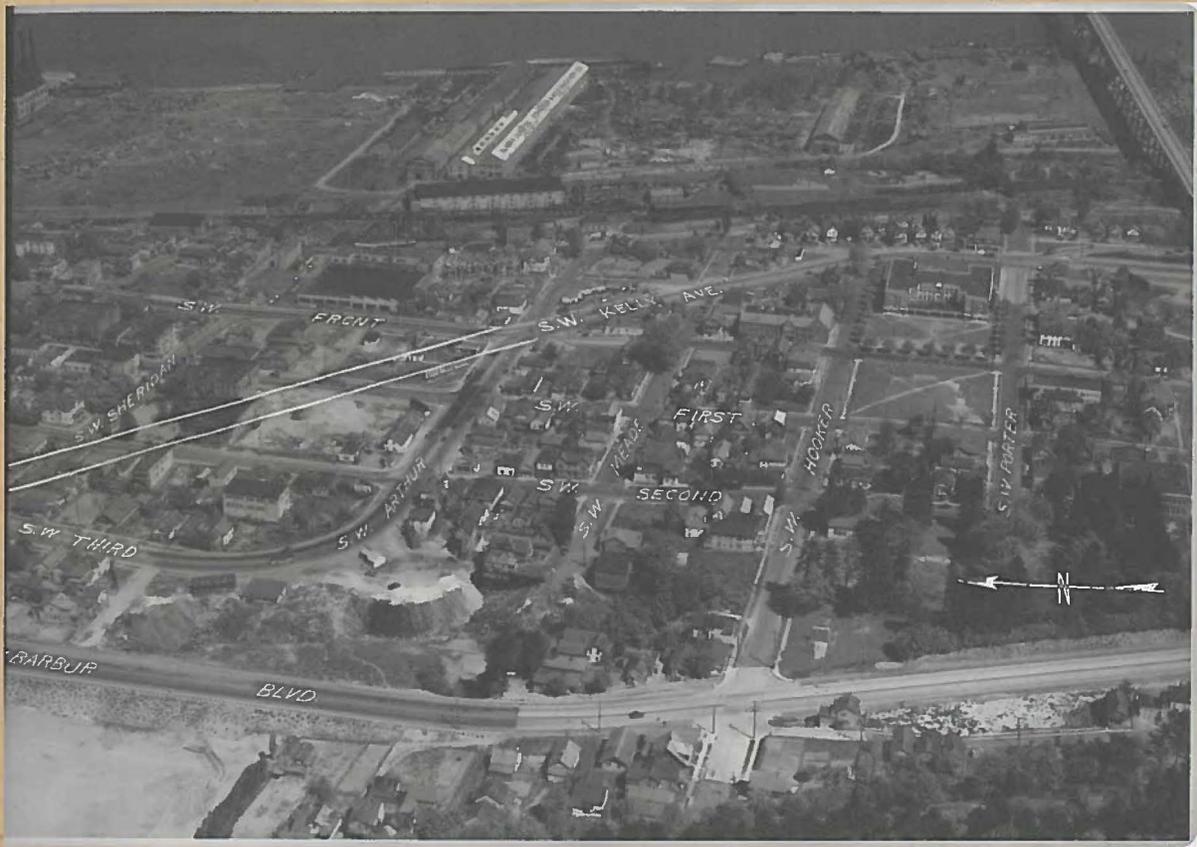


Aerial View of SW Waterfront

Record Date: December 31, 1938

*Container: Public Works Administration (Archival)
Public Works Administrator - Photographs - LG
Apperson - City Engineer Binder*



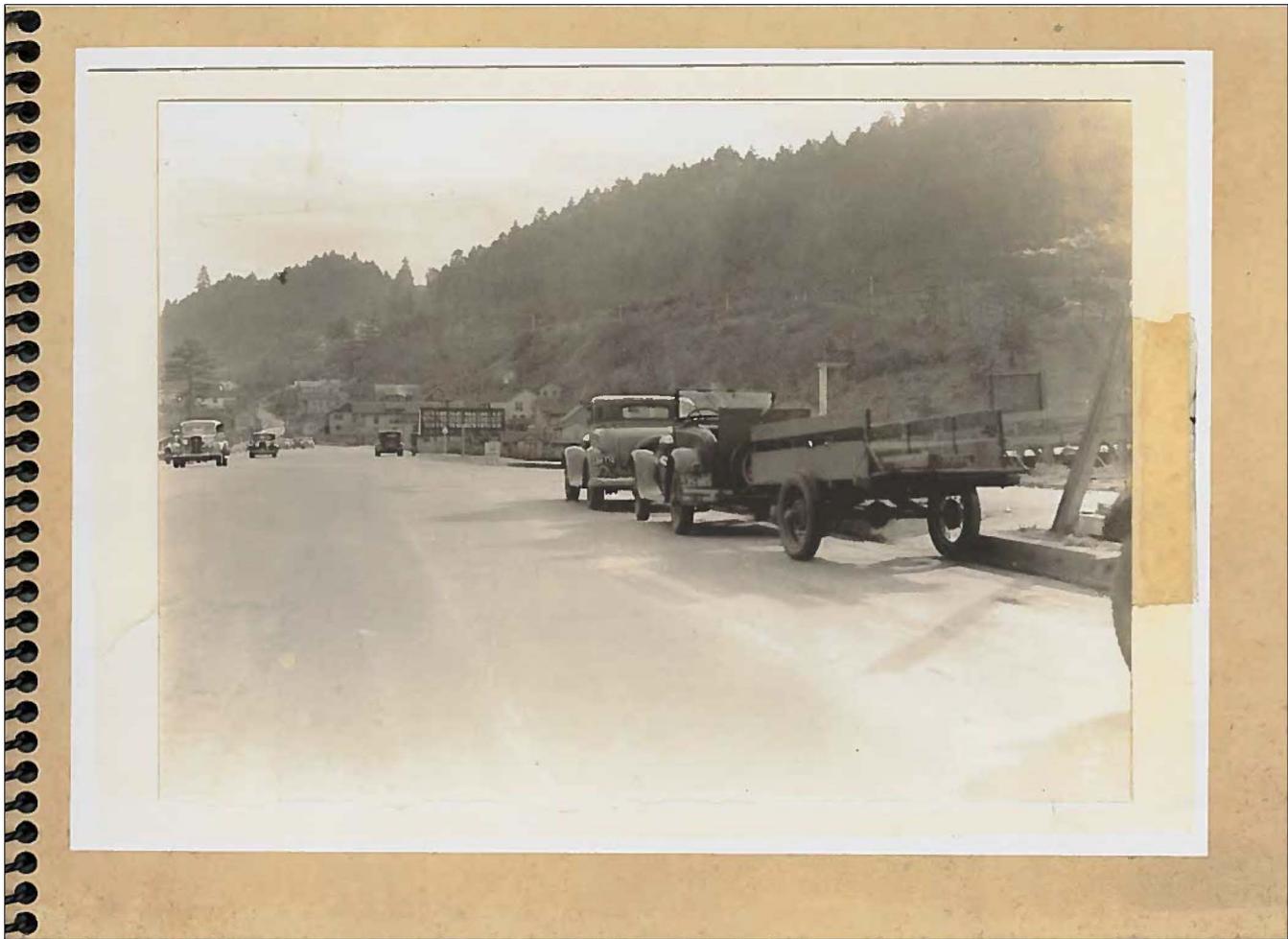


*SW 4th Ave [Barbur Blvd] Looking South from
Sheridan Street*

Record Date: December 31, 1937

*Container: Public Works Administration (Archival)
Public Works Administrator - Photographs - Traffic
Engineering: F - S, 1st - 74th and Various*



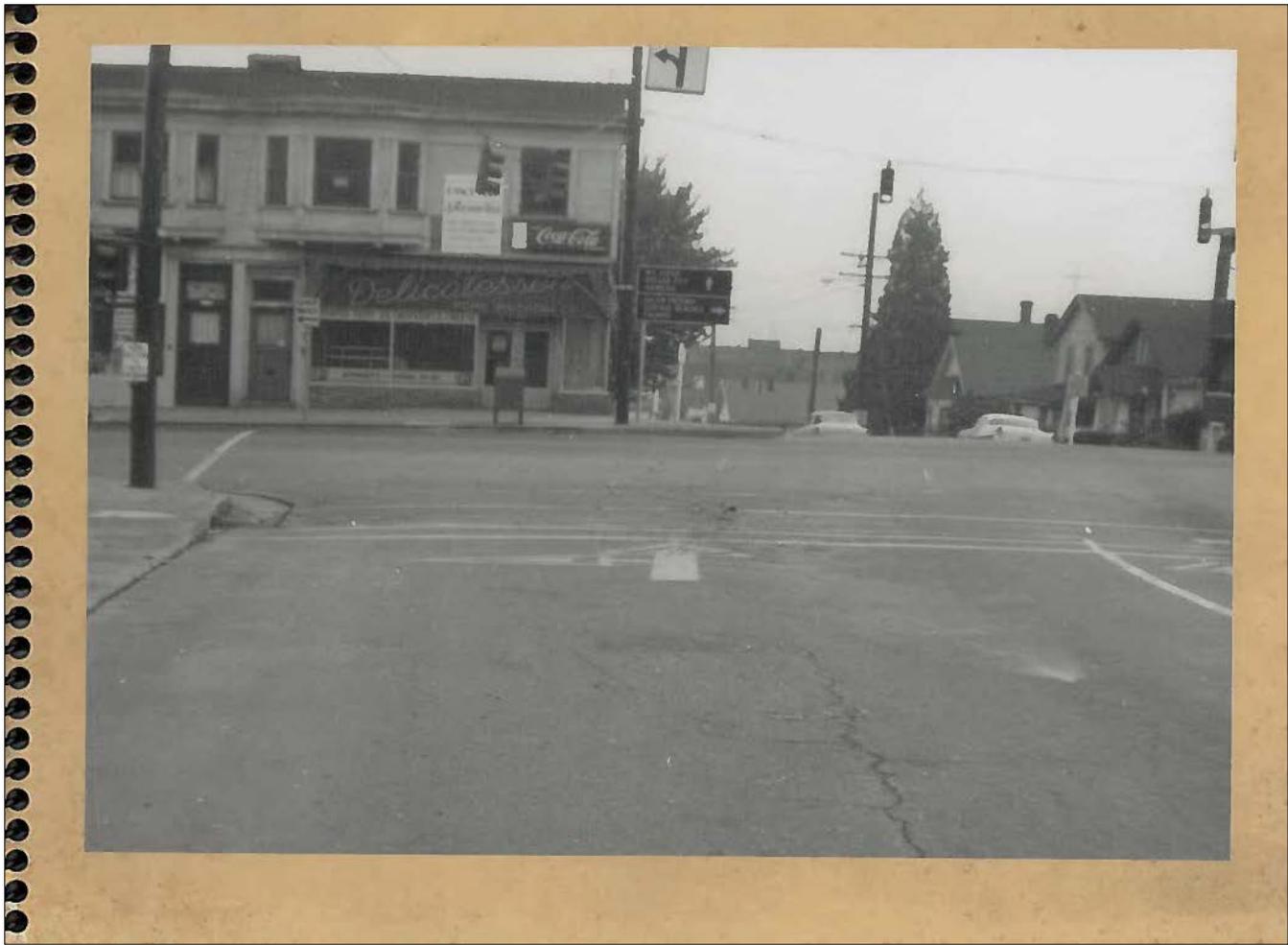


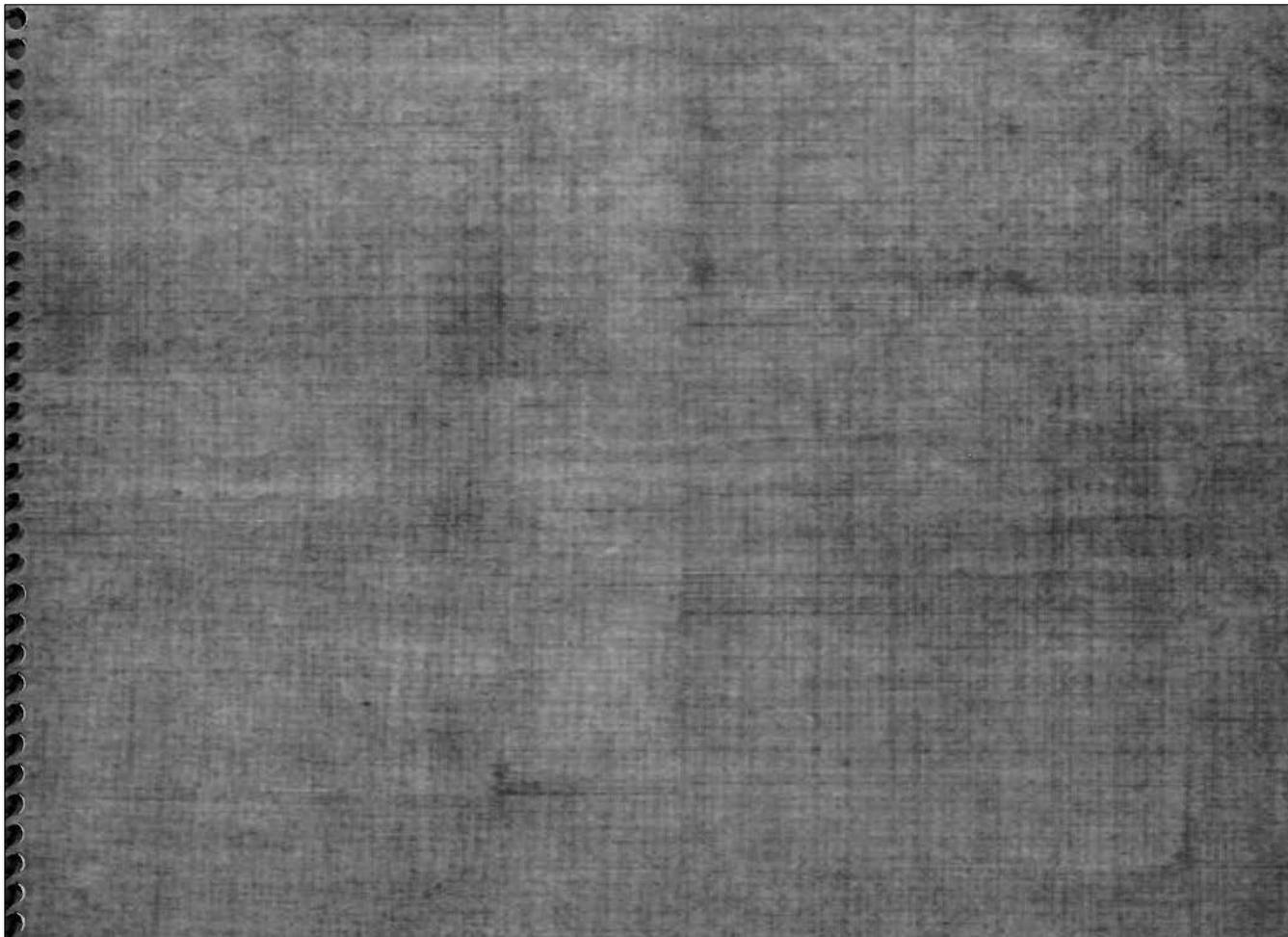
SW Sheridan St Looking East Toward 4th Avenue

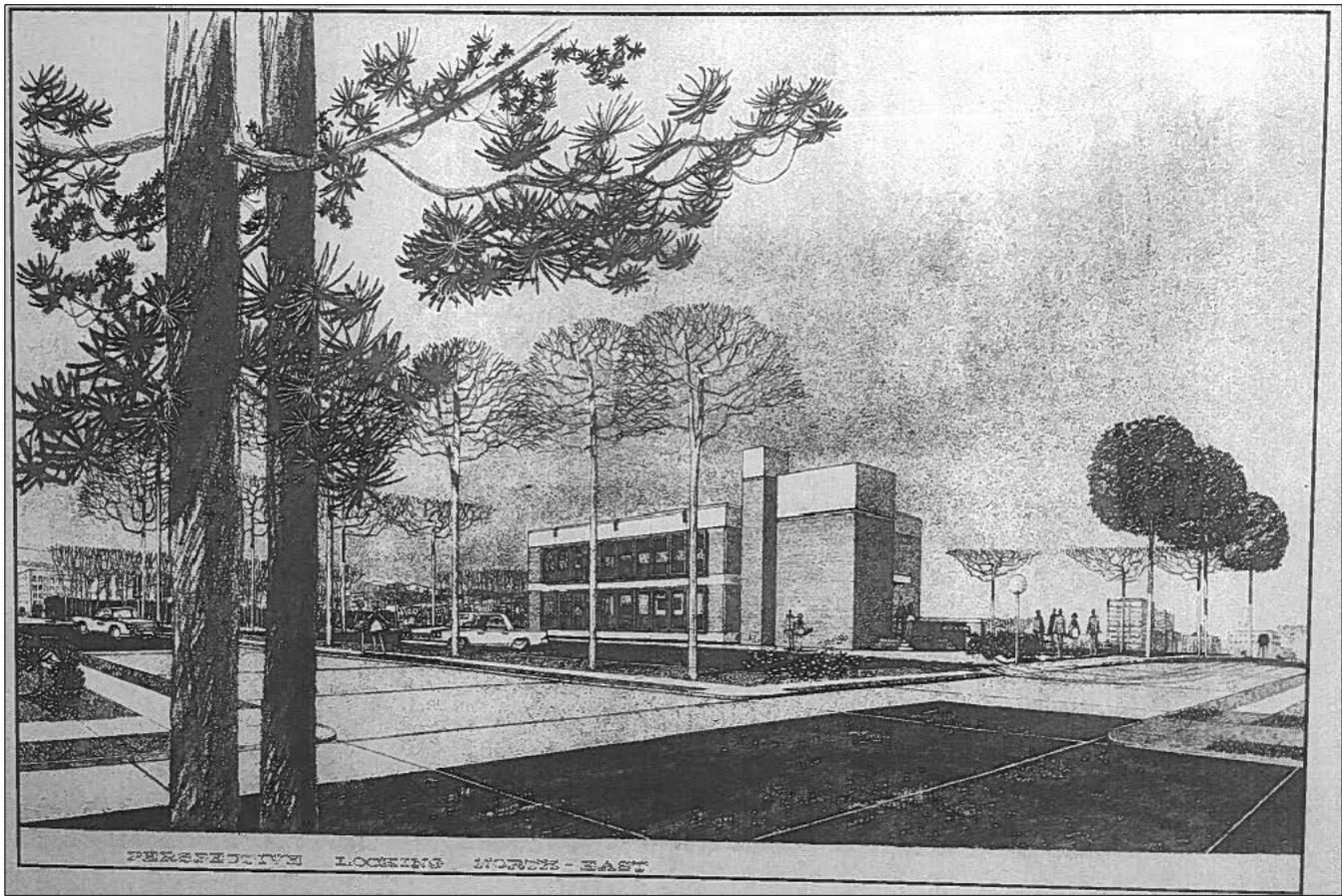
Record Date: November 30, 1959

*Container: Public Works Administration (Archival)
Public Works Administrator - Photographs - Traffic
Engineering : 1 - Y*









HUNTINGTON & KIEST LANDSCAPE ARCHITECTS

Monday, July 30, 2018

The City of Portland Department of Transportation,

The Farley building at 2400 SW 4th was built in 1967 as part of the South Auditorium Urban Renewal project. The siting of this building is a prime example of architecture of the time. The ample space around the building was intentional to show case the building from all sides. Bounded by SW 4th, SW 3rd, Caruthers and Sheridan streets, this building was designed by prominent local architecture firm of Fletcher and Finch AIA.

Two illustrative drawings of the building, found in the lobby, convey the intended open tree filled space. This was a great departure from the existing streetscapes in downtown Portland, where buildings were constructed to all property lines, leaving little or no air space around a building. This style of architecture and planning has given way in recent years to more dense construction, leaving the Farley building as a prime example of the architecture and landscape architecture of the period. All efforts should be made to protect this parcel of green. Current pressures on nearby properties are forcing redevelopment with maximum density.

Since moving into the Farley building, the current owners have begun the long process of renovating the landscape starting with the extensive pruning of the trees and preparing plans to overhaul the antiquated sprinkler system and replant the shrubbery. The goal is to restore the property back to the original intent as depicted in the sketches. As a Landscape Architect for over 35 years in Portland, in partnership with renowned historian and Landscape Architect Wallace K Huntington, our firm worked with Bill Fletcher on many projects. Fletcher designed for the site and the views across the landscape. The intentional open space affords the Farley building the unique ability to be significant in both structure and site. It is my sincerest hope that the City of Portland will respect the site rather than condemn the land that was created by the urban renewal process for this type of development. If the original intent of the district was planning like South Waterfront, the City would not consider condemning OHSU Health Sciences. They would find another solution.

Sincerely,



Craig Kiest
Landscape Architect

5511 SW HOOD AVENUE / PORTLAND, OREGON 97239 / 503-222-3383
WWW.HUNTINGTONANDKIEST.COM

The Oregonian BUSINESS

THE OREGONIAN, FRIDAY, APRIL 28, 1967 4M

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SAW WAS USED to cut "ribbon" at formal opening of new Farley Building Thursday. Mayor Terry Schrunk (left) and Eugene D. Farley wield saw while Harold Halverson, development commissioner, holds log.

Mayor Aids In Dedication

The half-million-dollar Farley Building, 2400 SW 4th Ave., was dedicated by Eugene Farley and Mayor Terry Schrunk Thursday.

The building is in the South Auditorium Urban Renewal Project. Construction of the three-story, 10,000-square-foot, brick-faced building was completed last June.

The building was dedicated with a novel departure from ribbon cutting ceremonies. Instead of using scissors, Farley and Mayor Schrunk operated a two-man crosscut saw to cut through a small birch log.

At the time of dedication the building was fully leased... a "Portland first" according to Mayor Schrunk.

Occupants of the building are: L. R. Geisler, Eugene D. Farley, Eugene M. Eckelman, patent and trademark attorneys; Oliver D. Olson, patent and trademark agent; Virgil D. Dugger and White & Southwell, attorneys; Icoa Life Insurance Co.; R. W. Peterson, real estate investment; Kansas City Life Insurance Co.; Belford & Co., investment securities, and Farrell's Ice Cream Parlors and Farrell's International.

Price Index Begins Climb

Consumer Action Increases Costs

By JOHN CUNNIFF
AP Business-News Analyst

NEW YORK (AP) — Just as evidence developed that more consumers were returning to the market place, statistics were released this week showing the Consumer Price Index (CPI) has begun to climb a little bit faster.

This rising CPI is like a shadow. Every time the consumer moves it moves too. It now costs \$11.50 for goods and services which less than 10 years ago cost \$10.

Moreover, while the price tags on consumer goods rose in the past month, some wholesale prices dropped. This more or less has been going on now for close to a year.

This means, in the words of Arthur M. Ross, commissioner of the Bureau of Labor Statistics, that lower wholesale prices were being "only partially passed along to the consumer."

Complaints Complicated

The news sounds ominous. And it becomes complicated, too, when you hear the farmer say he isn't getting his share, the supermarket complain its profits are only 2 per cent, and the distributor claim he also is losing.

Although from time to time the government will discover companies conspiring to keep prices high, there is no over-all plot to defraud the consumer. Several factors must be kept in mind:

1. Even though purchasing power of factory workers is down some from a year ago, the long-term trend is for purchasing power to grow even faster than the CPI. The dollar is smaller but most people

Successful Invest

Slow But Steady Nature Of It

By ROGER

Q) "The attached list show cash and 50 per cent stocks, good and solid, but stiff and action is due, although we are lively. Born in Austria, we upheaval and have built what are parochial in outlook and graveyard of utilities — wh comparison with other stocks. V

A) I agree that a heavy been a discouraging position (reason is in the nature of the utilities are for the most part tions with unusually steady During boom times, such as w six years, they are bypassed who can more profitably use t by many individuals who are situations.

As with all groups, avera vant. Your Commonwealth Ed a 10-year period, whereas yo by rising costs and taxes, h: period of uncertainty, I don changes which would lower : more vulnerable to decline. believe you will see a retu conservative, recession-resista

Q) "Last year we bought After its big decline to 32, shou

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To order Roger Spear: send \$1 to Roger E. Spear, 1618, Grand Central Station, N

Copyright 1967. Ge

'Freedom Shares' Slated For A

The United States Treasury Department's new "Freedom Shares" will go on sale Monday, May 1, according to a reminder issued by Larry Hilaire, Multnomah County chairman of the U.S. savings bond program

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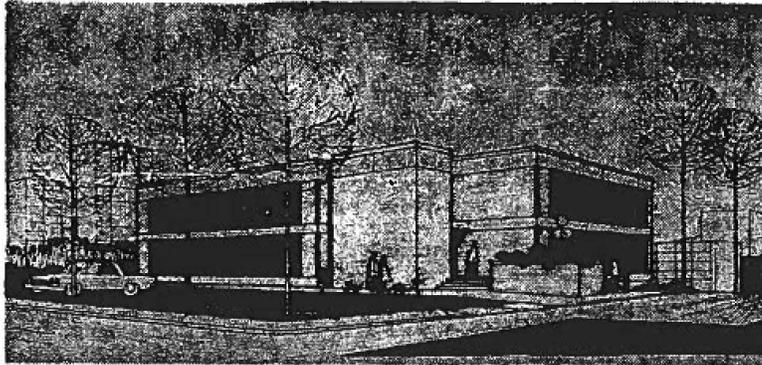
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CONSTRUCTION BEGAN this week on Caruthers and Sheridan Streets. The three level, 15,000-square-foot Farley Building in South Auditorium urban renewal area at SW 3rd and 4th Avenue between

Work Starts On Farley

Construction began recently on the three-level, 15,000 square foot Farley Building, located in the South Auditorium urban renewal area on a block bounded by SW 3rd and 4th Avenues between Caruthers and Sheridan Streets. The building, cost of which is estimated between \$400,000 and \$500,000, will serve the patent, trademark and copyright offices of L.R. Geisler, Oliver D. Olson, Eugene M. Eckelman and Eugene D. Farley.

The Portland architectural firm of Fletcher and Finch designed the building. Consulting architect was Robert A. Jorgensen of Edmonds, Wash. General contractor is E.C. Owen, Portland.

Landscaping Due

The building's owners, Eugene and Sarah Farley, plan landscaping to blend the site into the surrounding view of the river, mountains, western hills and the urban redevelopment area. Completion date of the building is scheduled to be March 1.

Completion of the Farley Building will complete the first phase of all the urban renewal project area lying south of the freeway, according to John B. Kenward, executive director of the Portland Development Commission.

Other buildings in that portion of the South Auditorium project are LeGrand Industrial Supply Co., a completely remodeled building; the new Addressograph-Multigraph and Marquam Plaza buildings, which have been completed; and the Labor Center, now under construction.

Sunday Oregonian BUSINESS

Motoring Along

By **JOE BIANCO**
Automotive Editor, The Oregonian



Buick's 1966 Riviera Much Improved With Innovations In Sporty Package

The 1966 Riviera has evolved in the few short years of its existence into a machine which is luxurious with a flair for the sporty.

The Buick Motor Division beauty is a surprise. The automobile has improved considerably in comparison with its predecessor.

In design, the Riviera has accomplished a feat which at first might seem to be too challenging. The designers have dropped the window vents. The first question which might be raised is whether this will cause incoming air to blast into the driver's side. Quite the contrary, tests indicate . . . even at turnpike speeds . . . that the driver and passenger are not blasted by incoming streams of air. The window vent elimination in fact permits the driver to have an unobstructed view. In many models that window vent strip can be distracting. The elimination is by far one of the key features of the Riviera.

During road maneuvering, the automobile cornered well with no drifting. On the straight-away, the Riviera traveled smoothly with plenty of reserve power. In the Columbia Gorge it motored easily, despite the frequent gusts of wind which are common in this grand river canyon of the Columbia River.

New Ventilation Grills

Another feature of this new Riviera is the new ventilation system. Fresh air is taken into the car through a grille in the hood, just in front of the windshield. It is exhausted through a similar grille in the rear window ledge, passing under the window to an exterior grill in the rear deck.

B20: Summit Properties, Inc.

This comment letter was submitted twice, with the same text in the attached letter apart from two different dates (06/15/2018 and 07/17/2020). These two submissions are consolidated under Comment ID B20. Both emails and attachments are provided below.

06/15/2018 email:

From: [Kuro](#)
To: [swcorridordeis](#)
Cc: [REDACTED]
Subject: Comment to Initial Route Proposal, SW Corridor Light Rail Project
Date: Friday, June 15, 2018 10:01:02 AM
Attachments: [Comment to Initial Route Proposal , SW Corridor Light Rail Project.pdf](#)

To whom it may concern,

The attached is our comments .

Thank you,

Yoshio Kurosaki

President / CEO

Summit Properties, Inc.

4380 SW Macadam Avenue , Suite 330

Portland, Oregon 97239

[REDACTED]
[REDACTED]
[REDACTED]

S U M M I T
PROPERTIES, INC.

June 15, 2018

Southwest Corridor Light Rail Project Steering Committee
c/o Mr. Chris Ford, Project Manager
Metro
600 NE Grand Avenue
Portland, OR 97232

To Whom it May Concern:

Summit Properties, Inc. (“Summit”) owns two properties in the City of Tigard (7330 SW Landmark Lane and 7555 SW Tech Center Drive) within the vicinity of certain route segments considered as part of the Southwest Corridor Light Rail Project. Summit has followed the public process with interest over the last several years. Please accept these comments on the Southwest Corridor Light Rail Project Draft Environmental Impact Statement (“DEIS”) for consideration by the Southwest Corridor Steering Committee in its selection of a Preferred Alternative.

We support the Initial Route Proposal, including the C2: Ash to Railroad Alignment.

For a variety of reasons outlined in the DEIS, the Initial Route Proposal is the right choice for the community at large. Specifically, the C2: Ash to Railroad Alignment has a number of advantages:

- Preferred by 61% of commuters.
- Lower cost to build.
- Fewer impacts on private properties and business owners.
- Faster travel times
- Use of existing railroad right-of-way.
- Additional redevelopment opportunities along railroad corridor.
- No complicated crossing at 72nd.

We do not support the I-5 or C1 and C3 alignments.

As noted above, Summit owns properties that would be impacted by the “I-5” or C1 and C3 alignments. Specifically, the I-5 alignment in alternatives C1 and C3 would require at least one of the existing buildings be demolished and its businesses displaced. The industrial buildings on these properties have longstanding tenants that contribute significantly to the regional economy, and there are few sites within the Metro area that could easily accommodate such uses. In addition, the close proximity to the freeway of the I-5 alignment presents a number of other issues, including the absence of a walkable environment and little developable adjacent land.

97247273.1 0025844-00023

4380 SW Macadam Avenue ▲ Suite 330 ▲ Portland, Oregon 97239 ▲ 503-227-5663 ▲ Fax 503-227-5660

Thank you in advance for the opportunity to comment.

Sincerely,

SUMMIT PROPERTIES, INC.



Yoshio Kurosaki
President/CEO

CC: Tom Van Thiel – TVT Die Casting

97247273.1 0025844-00023

07/17/2018 email:

From: [Jane Adam](#)
To: [swcorridordeis](#)
Cc: [REDACTED]; [Yoshio Kurosaki](#); [REDACTED]
Subject: Comment on SW Corridor Light Rail project
Date: Tuesday, July 17, 2018 12:01:15 PM
Attachments: [Jul 17, 2018 Comment Letter to Southwest Corridor DEIS.pdf](#)

To Whom it may concern,

Please see the attached, comment letter.

Sincerely,

Jane Adam
Office Manager
Summit Properties, Inc.
4380 SW Macadam Ave., #330
Portland, OR 97239

[REDACTED]
[REDACTED]



(Via email, SWCorridorplanDEIS@oregonmetro.gov)

July 17, 2018

South West Corridor DEIS
C/o Metro
600 NE Grand Avenue, Portland, OR 97232

To Whom it May Concern:

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97247273.1 0025844-00023

4380 SW Macadam Avenue ▲ Suite 330 ▲ Portland, Oregon 97239 ▲ 503-227-5663 ▲ Fax 503-227-5660

Thank you in advance for the opportunity to comment.

Sincerely,

SUMMIT PROPERTIES, INC>



Yoshio Kurosaki
President

97247273.1 0025844-00023



JAMES L. SHOOK, CPA P.C.
Certified Public Accountants

Principals: James L. Shook, CPA • Jeremy L. Shook, CPA

www.jameslshookcpa.com

July 6, 2018

Steering Committee Members
600 NE Grand Ave
Portland, OR 97232

Dear Members of the Steering Committee for the SW Corridor Light Rail Project:

I am a small business and property owner on SW Beveland St. As you probably know, Beveland St. has a high concentration of small businesses, many of whom have been here for 20+ years and have personally invested in the infrastructure of this area. We are a community of small businesses who know each other by first name. We care about our neighborhood and we support mass transit. Most of us have participated heavily in the SW Corridor Light Rail Project Committee meetings and public hearings.

As you evaluate the potential paths for the SW Corridor project, we encourage you to consider the Elmhurst St. Locally Preferred Alternative as a replacement for the Beveland St. Initial Route Proposal. The Elmhurst option offers several advantages over the original Beveland St. path:

1. TriMet has described that a lower travel time increases ridership and is an important attribute for successful mass transit. The Elmhurst St. route offers an opportunity to incrementally decrease the total travel time between Portland and downtown Tigard.
2. The Elmhurst St. route would avoid a transportation “hot spot” identified by Anthony Buczek of Metro. During the April 2nd, 2018 Community Advisory Committee Meeting, Anthony described two obstacles with the Beveland St. route: the freight traffic in connection with Lowe’s and the impact on street parking heavily relied on for the small businesses on Beveland St. The Elmhurst St. alternative route would avoid both of these obstacles.
3. In conjunction with the Locally Preferred Alternative that would shift the proposed “Baylor/Clinton station” farther North towards Hwy 99, an Elmhurst station would provide a wider geographic range of access, or “walksheds”, and far less overlap (without gaps) in station coverage than the original Initial Route Proposal (Beveland St.).
4. A max station on Elmhurst would provide greater access to mass transportation for employees of large employers in this area, including Walmart, Costco and Winco.
5. The Elmhurst St. route would avoid the destruction of the Hampton Park Apartments located at 12320 SW 72nd Ave. We are all familiar with the current shortage of affordable housing in Portland and surrounding area.
6. The Elmhurst St. route would be far less expensive to purchase the underdeveloped land than the well-developed buildings existing on Beveland St. We are literally comparing a dilapidated, graffiti covered barn and empty lots on Elmhurst St. to the millions of dollars spent to build commercial buildings on Beveland St.
7. The Elmhurst St. route would protect the type of development the City is trying to encourage in the Tigard Triangle. The buildings on Beveland St. are well maintained and owners continue to invest in their property. We have personally spent almost

7410 S.W. Beveland Rd.
Tigard, OR 97223



Telephone (503) 670-9863
Fax (503) 620-7453

Steering Committee Members
July 6, 2018
Page Two

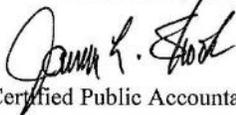
\$1,000,000 on our property here and our business generates over \$1,000,000 year in services that are taxed locally here. We also employ six people here who's families rely on us for their financial well-being, as compared to the Elmhurst St. option which contains no such business at all to be disrupted.

8. The Elmhurst St. route would protect the wide range of small businesses that exist on Beveland St. Beveland St. has been an incubator for small businesses due to its unique access to highways and proximity to the people they serve. This diversified group of small businesses includes mediators, therapists, architects, psychologists, financial advisors, attorneys, doctors, printers, optometrists and accountants. Relocating these small businesses outside of the area would be disruptive and detrimental to the businesses.

We urge you to consider the Elmhurst St. option. It appears to be less costly than Beveland St. and offers several advantages which will positively impact the community. In addition, the Elmhurst St. option will avoid destroying a community of affordable housing and avoid negatively impacting many businesses along Beveland St. I appreciate your time and consideration.

Sincerely,

JAMES L. SHOOK, CPA P.C.



Certified Public Accountant

cl

B22: James L. Shook, CPA

Text submitted using online comment form:

Hello,

I am a business and property owner on 7410 Beveland St.. My father and I both own the CPA firm and building we practice in. We have attended various CAC and Steering Committee meetings to keep informed about the project and to consult with the member and local representatives. We support mass transit. We are concerned however that there is much better alternative for the route the transit takes. Many business owners on Beveland St. who are friends with one another and some even family who have invested their livelihood on the infrastructure of this neighborhood are in danger of losing all they have worked so hard to build.

There is a preferred alternative route to the initial route proposal, Elmhurst St. There are many advantages if you were to select the locally preferred alternative:

- Avoid transportation "hot spot" as identified by Anthony Buczek of Metro during the April 2, 2018 CAC meeting. He identified issues with freight traffic from Lowes on Beveland St. and the heavily relied on street parking for small business on Beveland St. Elmhurst St. alternative eliminates both of these issues.
- Create a wider geographic range of access and far less overlap in station coverage because of the preferred alternative route's closer proximity to Hwy 99
- Decrease in total travel time from Portland to Tigard which will lead to increase in ridership.
- Greater access to for employees of large employers in the area; Walmart, Costco, Winco.
- Avoid destruction of Hampton Park Apartments on 12320 SW 72nd; one of the last remaining affordable housing in the area.
- Less Expensive: It would be far less expensive to buy the underdeveloped and abandoned structures on Elmhurst than it would to buy the highly invested in, and modern building structures on Beveland St.
- Protect the type of development the city encourages for the Tigard Triangle area; well maintained and actively investing in. Also protect the diversified group of small businesses practicing along Beveland St. and their unique location with rare access to highways and the customers they serve. Relocating them would be disruptive and devastating to the business' health and longevity.

Please consider the Elmhurst St. option.

Thank you,

Jeremy Shook, CPA

B23: T. Scandia Motors

From: [T Scandia M](#)
To: [swcorridordeis](#)
Subject: IRP Comments
Date: Friday, July 13, 2018 10:48:33 AM

Hello,

My name is Regina Dibb. I represent T. Scandia Motors located at 8848 SW Commercial St. Tigard. I support the initial route proposal (IRP) particularly in Segment C for the following reasons:

1. First and most important, IRP would not create as much traffic congestion on Hall Blvd comparing to other alternatives that require crossing Hall Blvd twice. As it is now, traffic on Hall Blvd is congested particularly when the freight train crosses and switches tracks on Hall Blvd during the day. Sometimes the traffic is stop for 5-10 minutes. Imagine how much more traffic will be if it will have to stop every 7 -15 min. for light rail.
2. There would be less relocation of residents and businesses and hence less cost, also another key factor.
3. Even though the Tigard TC would shift further from Tigard Downtown area but it is closer to the City Hall and Tigard Public Library which makes it more convenient for many people who need to conduct business with at the City Hall and utilize the public library.

I would like to encourage the planning committee to do further study and analysis on the IRP and recommend it as a viable route to the final plan.

Thank you for your considerations.

Regards,

Regina Dibb

It's all good...under the hood at
T. Scandia Motors, Inc.



Linda Nishi-Strattner, Ph.D., ABPP
Clinical Psychologist

7505 SW Beveland Street
Suite 200
Tigard, OR 97223

Telephone: 503-620-0157
FAX : 503-207-6147
lnishistrattner@yahoo.com

June 4, 2018

Southwest Corridor Plan Steering Committee
Juliya Lee
Yuliya.lee@oregonmeto.gov

Dear Members of the Southwest Corridor Plan Steering Committee:

I am a minority woman small business owner on Beveland Street who is opposed to the construction of light rail on Beveland Street. I urge you to consider the Design Refinement #5: Elmhurst of your Initial Route Proposal, as presented in Figure S-7 on page S-18 of your June 2018 packet. Design Refinement #5 would avoid our street, leaving the 23 small businesses located on Beveland Street intact. Your actions today will either maintain or destroy the livelihoods of scores of families, so I hope you will keep an open mind as I make four points in favor of Design Refinement #5.

A train route through Beveland will obliterate small family enterprises. Eighteen years ago, we were the first small business to take the risk of investing in Beveland Street in the Tigard Triangle by converting an abandoned house into a clinic for mental health professionals. Beveland Street now houses more than 23 practices and small business enterprises.

A train route through Beveland will hurt the Tigard Triangle: The city of Tigard required us to put in sidewalks, plant trees, widen the street, install street lights, build curbs, and form an LID to bring the sewer line up from Hwy 217, all in service of developing the Tigard Triangle. A train route through our businesses would destroy one of the most populated and well-developed streets in the Tigard Triangle. Our businesses draw children, parents, couples, families, and adults to the Tigard Triangle every week, and of course they patronize our other Tigard Triangle businesses, which further invigorates the economy of this tiny area. If we must move, our clientele will certainly move with us.

A train route through Beveland will eliminate mental health services: Is Tri-Met a friend to mental health services? Our nine professionals in our building alone provide 160 mental health clients with services each week. Our next door neighbors at Western Psychological & Counseling Services provide another 180 mental health clients with services each week. So together, we serve about 340 mental health clients each week. Each week. These services would disappear from Tigard if the light rail goes through Beveland Street.

A train route through Beveland will destroy our small business community: The other businesses located on Beveland Street provide valuable services and they generate income for the city of Tigard. Together, we are mental health providers, retirement investment managers, CPAs, engineers, sleep disorders clinic, consultants, café owners, optometrists, naturopaths, human resource trainers, and more. We will all be obliterated and our businesses ruined if Tri-Met directs the light rail over Beveland Street.

Please do not destroy our 23 small businesses after we have turned Beveland Street into a thriving small business community that it is today. Please don't fool yourselves into thinking that we'll just start over somewhere else. Many of us will simply not survive. Please consider routing light rail through Elmhurst and away from Beveland Street.

Thank you for your time and consideration.

Sincerely,

Linda Nishi-Strattner, Ph.D. ABPP
Clinical Psychologist

METRO
600 NE Grand Ave.
Portland, OR 97232-2736

Re: SW Corridor Plan

Dear METRO,

I am in support of the Design Refinement option # 5, the Elmhurst St. option. I am a partner in an office building on SW Beveland St. and although I don't work at that location, I, and my partners, have contributed money, sweat and emotional energy to make that location a welcoming and successful business. Losing that building to light rail would be devastating. Please support the Elmhurst St. option for the SW corridor light rail project.

Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read "Mark Nishi-Strattner", with a long horizontal flourish extending to the right.

Mark Nishi-Strattner

1 adjacent to the academic building. There would be
2 disruption not only to healthcare services, of
3 course, which include 20,000 patient visits now a
4 year, but also impact the medical training of our
5 students.

6 So without our Lair Hill health center,
7 we'd be obliged in the interest of our students and
8 patients to -- in particular, to rethink our master
9 plan. So we intreat planners and decisionmakers to
10 work closely and earnestly with us to leave us whole
11 so that we can continue our mission in Portland and
12 beyond. Thank you very kindly.

13 **COUNCILOR DIRKSEN:** Thank you very much.
14 For the benefit of the court reporter, the Doctor's
15 last name is spelled S-C-H-L-E-I-C-H.

16 Thank you. Next, Ryan Sweeney followed by
17 Steve Watt.

18 **MR. SWEENEY:** Good evening, I'm Ryan
19 Sweeney. I'm co-owner of the Village Inn Restaurant
20 located at 17070 Southwest 72nd Avenue, on the
21 border of Tigard and Tualatin.

22 My family and I have owned that restaurant
23 since 1977. It was my first job when I was 10 years
24 old. I worked there throughout high school and
25 college, and when I graduated college, I became a

1 general manager, and just last spring, I became an
2 owner.

3 I'm here tonight because I've had a chance
4 to review the Draft Environmental Impact Statement
5 and I have some objections and I've brought a couple
6 alternative options. Obviously, my first and
7 foremost concern is that the plan currently calls
8 for my restaurant to be relocated, and I am
9 adamantly opposed to that.

10 In lieu of relocating my business, I would
11 offer a few suggestions. One would be to look at
12 the property directly north of my property because I
13 feel that that property -- it's one tax lot. It's
14 much bigger. It can accommodate the parking garage,
15 the bus turnaround, plus it would shorten the length
16 of the terminus, which would save some money. Also
17 it would free up the south TriMet Park & Ride lot
18 for future development.

19 And I also feel like the businesses that
20 are there currently would have better opportunity
21 for successful relocation. To give you an example,
22 the Bed Bath & Beyond has six area locations and
23 they're headquartered in Union, New Jersey. DWS has
24 five area locations and they're headquartered in
25 Columbus, Ohio. Men's Wearhouse as seven Portland

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1 area locations and they're located in Houston.
2 Whereas, Village Inn is owned by myself and my
3 mother and we live here in town. And also, I feel
4 like our business is more location-dependent than
5 the aforementioned businesses. That would be one
6 option.

7 The second option would be to move the bus
8 turnaround to south TriMet Park & Ride location to
9 be next to the parking garage. And as this would
10 preserve our property and just so you know, it's not
11 just me who is concerned about it. We have over 300
12 comment cards and we've collected almost 1,000
13 signatures within a couple weeks. And as I'm sure
14 you'll probably hear tonight, there are a lot of
15 people in the community who are concerned about it,
16 and they don't want to lose their favorite
17 restaurant. Thank you very much for your time, and
18 appreciate you letting me speak.

19 **COUNCILOR DIRKSEN:** Thank you.

20 Steve Watt and after that will be Ken Lee.

21 **MR. WATT:** Hello, I'm Steve Watt. I'm the
22 wife of the owner -- spent 40 years working there.
23 We recently did, last month, meet with TriMet and
24 they did have some overlays of different options for
25 the Village Inn. Our objective here is to save the

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1 Thank you for your time.

2 **MS. KEHE:** Thank you very much.

3 Bryan Sweeney, followed by Cindy Frost.

4 **MR. SWEENEY:** Good evening. Brian
5 Sweeney, Village Inn Restaurant. I spoke last week,
6 as well. I'm still opposed to the plan as it is
7 today as it still calls for wiping out my
8 restaurant, my business, my livelihood.

9 Staff has known since December of 2015
10 that Bridgeport Village was going to be the
11 terminance versus downtown Tualatin.

12 I was first notified in June of 2017, and
13 I was curious what happened in those 18 months when
14 you decided that you were going to take the property
15 that my business sits on? What happened in those 18
16 months when I was first notified and when the
17 decision was made to take my property?

18 I'll tell you what happened on my end. I
19 personally made a financial agreement to buy into
20 this business. We finalized the deal in March. And
21 I spoke with you in June and you told me that you
22 were taking my property.

23 I've been participating in this process,
24 participating by going to community action committee
25 meetings, steering committee meetings. I've met

1 with Metro, Tri-Met at our restaurant and at the
2 Chamber of Commerce. Nothing's changed, though. I
3 haven't got any answers. I have seen one drawing
4 that wouldn't take my property but it was literally
5 done in color pencil.

6 So I'm asking staff when will I know
7 what's going to happen to my property? Is it going
8 to be when the bond passes in 2020 or is it going to
9 be when the feds decide to fund or de-fund the
10 project? I need to know so I can make decisions.
11 I've already lost enough time on this deal.

12 I know you'll probably say you don't know
13 the answer to that question, which is
14 understandable, but I just need to know where I sit
15 so I can make decisions for the long term best
16 interests of myself and my family.

17 Thank you very much for your time.

18 MS. KEHE: Thank you very much.

19 Cindy Frost, followed by Paul Boones.

20 MS. FROST: My name is Cindy Frost. I'm a
21 Tualatin resident. I've lived here for about seven
22 or eight years. Prior to that I lived in southwest
23 Portland and southwest Multnomah for about 17 years.
24 I'm familiar with the west side.

25 First, I would like to say I am very much

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(800)528-3335
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B28: Way W. Lee General Contractor, Inc.

Text submitting using online comment form:

I have attached my letter.

Thank you,

Ken Lee

The Estate of Way W. Lee
5210 S.E. 26th Ave. Portland, OR 97202
(503) 234-0591 Fax (503) 234-0592

July 30, 2018

Dear Members of the SW Corridor Plan:

My family owns two properties at the south intersection of Pacific Highway 99W and SW 68th Parkway that will be acquired if Design Refinement 4 (DR4) is included in the Preferred Alternative route for the SW Corridor Plan. They are leased to the Chang's Mongolian Grill at 10900 SW 68th Parkway and the Tigard Chick-Fil-A at 10935 SW 68th Parkway, Tigard, OR 97223.

We oppose the inclusion of DR4 in the Initial Route Proposal and ask the Steering Committee to exclude it from the Preferred Alternative. We feel this refinement has deficiencies, faulty assumptions, and more negative impacts than hoped for. We specifically address the claims and benefits below as outlined in Appendix E, Pages E-12 & E-13 of the DEIS (and summarized in Table E-1 on Page E-23, as well as Figure F-12 on Page F-27 in Appendix F.)

Impacts Addressed

"This design refinement would reduce visual impacts related to the presence of long segments of arterial light rail guideway..."

While this is true, such visual impacts are common on freeways with access ramps and overpasses. I-205 has greater visual impacts with the Max Red Line heading to and from the airport. If there are problems associated with the visual impacts of the Max Red Line that DR4 will reduce or eliminate on the SW Corridor Light Rail Line, they should be included in the DEIS.

DR4 simply moves the visual impacts from I-5 where the public expects to see them, to Pacific Highway, which is the east entrance and major commercial highway into the City of Tigard. Elevated light rail structures like DR4 that aren't on highways or bridges crossing rivers are usually hidden or located in industrial areas, such as the section of the Milwaukie Orange Line near SE Ochoco in the photos on Page 5 of this letter.

We commissioned Fat Pencil Studios of Portland to prepare 3D model renderings of what DR4 might look like based on its description on Page E-12 in Appendix E of the DEIS. They can be seen on Pages 6 and 7 of this letter.

July 30, 2018 Comments on the SW Corridor Light Rail Project Draft Environmental Impact Statement - 1

Key Assumptions

“Access to the existing Quality Inn hotel from Pacific Highway would remain in place.”

This assumption is confusing. The Quality Inn is being replaced by the Baylor Park & Ride structure according to the Initial Route Proposal.

Overall Changes in Impacts or Other Benefits

“Compared to Alternative B2, this design refinement would straighten the curve of the light rail guideway and more efficiently cross the I- 5/SW Barbur Boulevard interchange, and would improve transit travel time.”

While DR4 does straighten the curve over I-5, it becomes a roller coaster as it dives under Barbur/Pacific Highway, rises over 68th Parkway, and then requires a sharper curve to turn south to connect with 70th Avenue.

“This design refinement would reduce the length of aerial guideway that would need to be constructed over the existing I- 5 travel lanes and ramps, thereby reducing traffic impacts and lane or ramp closures during construction. This would also reduce the visibility of light rail elements in the overall landscape.”

While the length of the aerial guideway would be reduced along with traffic impacts and lane or ramp closures during construction, it does so at the expense of removing at least five businesses. It will not reduce the visibility of light rail elements in the overall landscape—it will actually increase it. While there may be a small number of homes who will see the guideway over the existing overpasses and freeway ramps that have been in place for decades, the vast majority of viewers will be motorists on Barbur and I-5. There will be a greater number of homes, businesses, restaurant customers on the north side, and traffic, which will be subjected to a closer view of that guideway along Pacific Highway.

“Compared to Alternative B2, this design refinement would construct the light rail trackway closer to homes north of Pacific Highway/SW Barbur Boulevard in the Metzger and Crestwood Neighborhoods. Shifting the Baylor or Clinton Station north to Pacific Highway would improve transit access for these residents and increase ridership on the line.”

The Tigard Triangle Strategic Plan (TTSP,) described in Appendix B on Page B4.4-19, identifies two areas targeted for high density housing as shown in Figure 2 of the TTSP and Page 8 of this letter. The Beveland and Baylor Stations included with Alternatives B1-B4, fully support the TTSP. The Beveland Station provides access to the offices and universities at the south end of the Triangle as well. The Baylor Station provides direct access to properties ready for transit oriented housing and corresponding commercial/retail development.

Moving the Beveland Station north to Elmhurst makes light rail less accessible to the existing businesses and universities to the south. Moving the Baylor Station to 99W and 68th moves it away from high density housing planned around Baylor and Clinton Streets between 69th and 72nd Avenues with the hopes of attracting ridership north of 99W.

July 30, 2018 Comments on the SW Corridor Light Rail Project Draft Environmental Impact Statement - 2

While the population north of 99W is greater than that to the south, it is spread out among lower density neighborhoods. Potential riders from north of 99W will likely need to walk much greater distances just to get to 99W and 68th, and then they will have to cross 5 lanes of traffic to get to the station. It's more likely that motivated riders north of 99W will drive to the Park & Ride, in which case the extra 1,500 feet from 68th to the Baylor Station (calculated using the scale of Figure F12 on Page F-27 in Appendix F) will not be a deterrent, even in the winter.

Moving the Beveland and Baylor Stations north may work against the design of the Tigard Triangle Strategic Plan and could end up leaving the glass half empty, like the original Tigard Triangle Master Plan adopted in the 1990's.

"Compared to Alternative B2, this design refinement would result in additional full or partial property acquisitions, particularly commercial properties south of SW Barbur Boulevard/Pacific Highway and west of I- 5. However, one large office campus adjacent to I- 5 on the west side would be avoided."

The "one large office campus adjacent to I-5 on the west side," is the PERS office building and parking lot. PERS has a known parking space shortage at that property and has leased parking spaces under contract from our properties in the past, most recently from October 2014 to April 2017. Alternative B2 may have a temporary impact on the PERS property, but it stands to benefit from light rail more than any existing business in the area.

"Compared to Alternative B2, this alternative would cross a similar area of City of Tigard Goal 5 Habitat classified as "Moderately Limit" but would also cross a designated Clean Water Services Vegetated Corridor as it travels south along SW 70th Avenue."

This is true. My company has already spent over \$144,000 for the removal of the Himalayan Blackberries and English Ivy invasive species, and planted over 3,000 native plants to enhance the two acres at the east end of the Clean Water Services Vegetated Corridor where Red Rock Creek crosses under 68th Parkway. The Alternative B2 crossing near I-5 is not conducive to wildlife habitat because of its proximity to the freeway.

On the other hand, Red Rock Creek between 68th and 72nd is the one area of the Triangle where the wetlands and wildlife habitat can be protected. This stretch of CWS Vegetated Corridor could be negatively affected by light rail trains zooming overhead every ten minutes.

Finally, Table E-1 does claim that DR4 will reduce Capital Costs. This presumes that the tunnel under Barbur/Pacific Highway, the acquisition of existing businesses and properties, the aerial guideway over 68th and transitioning south will cost less than the structure along I-5. There may be additional costs constructing the tracks or guideway south of the Lu's Sports Bar building because its south parking lot was built over boulders and non-engineered fill from the north side of Pacific Highway in the late 1960's.

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The cost savings may not be as significant as anticipated, especially since DR4 was added so late in the planning process. As stated in the first footnote in Table E-1:

“Numbers are approximate and subject to change because the design refinements have not been analyzed at the same level of detail as the alignment alternatives in the Draft EIS...”

We urge the Steering Committee to exclude Design Refinement 4 from the Preferred Alternative.

Sincerely,

Ken Lee
Way W. Lee General Contractor, Inc.
& the Estate of Way W. Lee

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Milwaukie Light Rail Orange Line Segments near SE Ochoco Street Industrial Area.

July 30, 2018 Comments on the SW Corridor Light Rail Project Draft Environmental Impact Statement - 5



West and Eastbound visualizations of DR4 on Pacific Hwy approaching SW 68th Pkwy in Tigard.

July 30, 2018 Comments on the SW Corridor Light Rail Project Draft Environmental Impact Statement - 6



Visualization of DR4 from the north side of SW 68th Parkway and Pacific Highway looking south.

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1 business that's been there for 40 years, and no one
2 else has. Thank you. Save the Village Inn.

3 COUNCILOR DIRKSEN: Next is Ken Lee, and
4 then following him will be Michelle Cheng [sic].

5 MR. LEE: Good evening. My name is Ken
6 Lee, Way Lee General Contractor. My family owns two
7 properties on 68th Parkway, 99W or Pacific Highway.
8 Our tenants are Chick xx Fillet and Chang's
9 Mongolian Grill. I'm joined tonight by the owner of
10 Chang's Mongolian Grill, Tai Bon Chang (ph) -- Bon
11 will you stand, please.

12 Also joining us are our neighbors, how
13 Xujian Lu of Lu's Sport's Bar, and JD Dasye (ph)
14 owner of the Quality Inn. And we're all up there on
15 68th Parkway and 99W. And our properties are
16 located on design refinement 4 of IRP, which we
17 object to. We think the route should just continue
18 into Tigard triangle on route B2, which has already
19 been part of the route.

20 In the short time that we have, I'd like
21 to highlight a few problems with the refinement,
22 which I'll refer to as DR4. The first is according
23 to Appendix E, DR4 is supposed to reduce visual
24 impacts related to the presence of long segments of
25 aerial light rail on I-5. Well, first of all, it's

1 not unusual to see light rail structures along I-5
2 or freeways in general. I-205 has aerial guideways
3 and overpasses from the airport to Clackamas Town
4 Center. Otherwise, these structures are typically
5 hidden from view in industrial zones.

6 Last month I met TriMet on two occasions
7 and they were not ready to show me what DR4 would
8 look like. So last week we commissioned Fat Studio
9 Pencil in Portland to create some 3D visualizations
10 based on the information in the DEIS. And I think
11 those are being passed around here.

12 So the first view is eastbound on Pacific
13 Highway approaching -- pass that around. The second
14 is westbound at Pacific Highway and 68. And the
15 last view is the north side of 68th and Pacific
16 Highway looking south. So while DR4 eliminates the
17 visual impacts on I-5, it's just moving them to
18 Pacific Highway closer to cars in the first place,
19 and it's a bigger visual impact. That's the reason
20 they put in that table E1 and Appendix E.

21 The second problem we have with DR4 is it
22 adds a second crossing of a wetland in Tigard
23 triangle. Route C2 already crosses the wetland on
24 the west side of the triangle. Design refinement 5
25 was added to improve that but it still crosses the

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1 same wetland. One of the goals of the DEIS is to
2 advance transportation projects that are sensitive
3 to the environment. Design refinements are supposed
4 to help avoid or reduce impacts. Instead when
5 you're adding DR4, you're adding a second crossing
6 of a wetland and additional impacts.

7 Then the final objection we have is moving
8 the Beveland station to north to 68th Parkway and
9 99, with the hopes of attracting more ridership this
10 late in the game. Ridership data should have been
11 determined before putting the DR4 in the IRP. So we
12 urge the Steering Committee to remove DR 4 from the
13 IRP and come into the Tigard triangle through B2.

14 Thank you.

15 COUNCILOR DIRKSEN: Thank you.

16 Next Michelle Cheng followed by Debi
17 Mollahan.

18 Is it Cheng or Cheney?

19 MS. CHENEY: Cheney. Thank you. Good
20 evening. My name is Michelle Cheney and I am the
21 Clinic Manager for the Portland Clinic south office.
22 We are located in Tigard along I-5, between Bonita
23 Road and Carmen Drive. Our address is 6640
24 Southwest Redwood Lane. I've been a proud Tigard
25 resident for 14 years. I also serve on the Board

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1 residents and business, I believe that the idea of
2 rapid bus transit from Barbur to Bridgeport should
3 be explored more seriously. Ultimately, though, it
4 will be the citizens who decide to pony up \$2.6
5 billion, plus whatever the southwest corridor system
6 is in place. I hope you take into account the
7 public comments you've heard here tonight, because
8 the voters will. Thank you.

9 COUNCILOR DIRKSEN: Philip Thornburg and
10 then Janelle St. Pierre.

11 MR. THORNBURG: Hello, my name is Phil
12 Thornburg, and I'm the President of Winterbloom
13 Incorporated. We're a landscape design installation
14 and gardening company employing 15 people in Tigard,
15 the Portland Metro area and Yamhill County. We've
16 created employment opportunities and jobs for 35
17 years. I've lived in the area since 1978. I grew
18 up overseas but I graduated from OSU, and during
19 that time in 1972, I lived, worked and attended
20 college for 13 months in Lausanne, Switzerland.

21 I had very little discretionary money to
22 enjoy Europe, I found, however, that I was able to
23 go anywhere I wanted in 1972 without the purchase of
24 a car or keeping it up. I used the mass
25 transportation. I used light rail between the Swiss

1 cities, rail between European cities, trains to take
2 me up to the mountains to hike and ski. And
3 finally, I used the electric trams and buses inside
4 of Lausanne.

5 Europe is not car-centric as we tend to
6 be. It is people-centric. It's important to
7 Europeans to preserve the farms and create beauty
8 for all to experience, and not to asphalt all their
9 countryside for the sake of their cars. Their mass
10 transportation system is considered an important
11 investment for their children, their grandchildren,
12 and great grandchildren, their countries, and, of
13 course, their tourists. They want those who follow
14 them in life to inherit a country which is available
15 all to gain access to jobs. But at the very same
16 time, to enjoy the beauty of their land.

17 With mass transportation, their people and
18 the masses of tourists who visit from the United
19 States of America can enjoy and have access to their
20 countryside and beautiful villages as well as the
21 major cities.

22 I'm going to jump over some things as we
23 don't have a whole lot of time. To those who say
24 that light rail is a waste of money or who say that
25 it creates an inconvenience, or who say that it will

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1 change our community for the worse, I say, do you
2 remember when 217 and I-5 were built? Remember the
3 expense and the inconvenience it was for everybody?
4 Many people complained and were fearful about
5 creating those freeways. They said it would change
6 Washington County, the community of Tigard and the
7 Portland metro area forever. Actually, it did. The
8 whole process was described as being too
9 progressive. There were many who did want their
10 taxes spent on what they thought was a big waste of
11 money. In addition to the taxes needed to be raised
12 for that large financial investment, creating those
13 freeways required many local Willamette Valley
14 farmers to sell their land, and many nice ones too,
15 for the future good of those who one day drive on
16 those freeways, which, of course, we do.

17 So listening to all these different
18 things, you know, maybe we should go underneath.
19 That way we're not impacting anybody's properties,
20 and, yes, it would cost more, but, you know what, it
21 might work better.

22 And then lastly, I have two things, maybe
23 go underneath like moles. And the then last one
24 would be, you know, maybe we should change our
25 society because we're focused on cars and what do we

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1 do to help us become thinking about mass
2 transportation. How do we get all of us to think
3 about getting on mass transportation rather than
4 taking our cars? Because we're getting more cars
5 and more people, and we all know logically that does
6 not work. So maybe we should go underneath
7 everything and encourage everybody to do that. So
8 there you go. Thank you.

9 COUNCILOR DIRKSEN: Janelle St. Pierre
10 followed by Tom Sanders.

11 MS. ST. PIERRE: Good evening. My name is
12 Janelle St. Pierre, and I'm a natural resource
13 ecologist, and I am part of the West Willamette
14 Restoration Partnership and we are a group of folks
15 that do restoration work, including public agencies,
16 non-profit partners, community partners. And we're
17 trying to be able, essentially, to create viable
18 nature in the city between Tryon Creek State Park
19 and Forest Park. And so I wanted to bring a couple
20 of concerns today about potential impacts to
21 Terwilliger Parkway and George Himes and a number of
22 the natural areas that are being looked at for the
23 Barbur section, and particular for the Marquam Hill
24 connection.

25 The Marquam Hill connection, depending

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