



## **Public Input**

### **January 11, 2018 through January 31, 2018**

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*January 31, 2018*

The following pages document public input received since the last report released January, 2017. Content includes copies of letters, emails, relevant Facebook comments and comment forms received, plus a log of public events attended by staff. Personal information such as email addresses and phone numbers have been removed in some cases to protect the privacy of participants.

# EMPIRE

## BATTERIES INC.

SINCE 1969

P.O. Box 23962  
Tigard, OR 97281-3962

**(503) 639-5515**

FAX: (503) 624-9289

January 17, 2018

Southwest Corridor Steering Committee  
c/o Chris Ford, Southwest Corridor Project Manager  
Metro  
600 NE Grand Avenue  
Portland, OR 97323

Re: Southwest Corridor Light Rail Route Selection

Dear Ladies and Gentlemen of the Southwest Corridor Steering Committee:

I am writing you on behalf of Empire Batteries to ask that you consider the effect that the route and Park & Ride options for the proposed Southwest Corridor light rail Railroad alignment will have on our business, our employees, and the community that we serve. Empire Batteries is a family owned and operated business that was started by my parents, Gary and Judy Shoepe, and has been serving the needs of Oregon and Southwest Washington for almost 50 years. Founded in 1969, Empire Batteries has been in business in Tigard since 1972 and has operated out of its location on Southwest Bonita Road near SW 74th Avenue since 1986. If the proposed Railroad alignment for the Southwest Corridor light rail is selected, the construction of a Park & Ride facility will require a total taking of our property, and our business, employees, and the community that we serve will be irreparably injured.

We offer a unique service to the Portland metro area by providing wholesale distribution of high quality batteries. As Portland's economy has grown and changed over the years, we have been fortunate to cultivate a committed customer base, many of whom have been our customers for decades. To our knowledge, we do not have any locally owned competitors, and our customers would be forced to scramble to find a substitute supplier that meets their needs if our business were to close.

If our property is condemned, it is very unlikely that we will be able to locate a suitable replacement property in the metro area. Industrial property that is properly zoned and well-suited for commercial storage and sale of batteries is very hard to come by. Additionally, we are not a wealthy business that has the resources to stay afloat and weather the transition from one location to another, particularly if we are forced to move from our convenient location off of I-5 to a sequestered industrial park. Our long tenure at our property on Southwest Bonita Road is a hallmark of our business, and the loss of this location will almost certainly mean the permanent shuttering of our doors in the Portland metro area.

INDUSTRIAL • DIESEL • AUTO • MARINE

Our location on Southwest Bonita Road currently employs seven people, all of whom are full-time. The jobs provided by Empire Batteries are of a kind that seems to be becoming scarcer in our region: family-wage, blue-collar jobs with benefits. If our property is condemned and we are fortunate enough to find a suitable replacement property, we anticipate that many of those employees will be forced to look for other work regardless because they do not have the flexibility or resources to travel to a more remote location for work. Our staff is a strong community that we would be sorry to see disrupted, and we are concerned that many of our employees, who depend on their job with Empire Batteries to support their families, may struggle to obtain another position.

Although Portland is a hub of entrepreneurial activity, there are not many businesses that can say that they have been operating here for as long as we have. Empire Batteries has grown with Tigard and Portland over the last half-century, and there is no denying that our business has weathered and adapted to changes in the economy and lifestyle of the community we serve. We do not support the Southwest Corridor light rail at the cost of our business, employees, and community. I ask that you please choose the proposed I-5 alignment for the light rail line so that the new Park & Ride facility will not uproot our family business from its home on Southwest Bonita Road. Thank you for your time and consideration of my request.

Best regards,



Timothy A. Shoepe, President

copy: Eryn Kehe, Senior Communication Specialist, Metro, 600 NE Grand Avenue, Portland,  
OR 97323

# PORTLAND COMMISSION ON DISABILITY



January 16, 2018

Dear Commissioners and Directors,

We, the Portland Commission on Disability, write to share support and provide guidance to the City Council and Bureau Directors as you develop and adopt an Equitable Housing Strategy for the SW Corridor. We are committed to ensuring that our city is universally accessible and promotes equity for all. The potential multi-billion dollar public investment in light rail in the SW Corridor is a once-in-a-lifetime opportunity to transform our equity and accessibility policies into action that meets the needs of our most vulnerable neighbors.

We want to thank the staff from the Bureau of Planning and Sustainability and the Portland Housing Bureau for meeting with our Accessibility Sub-Committee. We enjoyed a lengthy discussion of the broad goals to increase new housing choices and mitigate displacement of existing vulnerable households along the corridor. Upon reflection we see four areas of opportunity to further the PCOD's mission:

1. **Expand the Definition of Vulnerable Populations.** The equitable housing strategy has a strong focus on vulnerable populations; low-income households and communities of color. We operate with an intersectional lens so fully understand the multiplying challenges of people with disabilities who are also low-income and/or identify as a person of color. Classism and racism are especially destructive forces when combined with ableism. Given this intersection and the housing strategies' emphasis on location efficiency and transit accessibility we ask that the City also include people with disabilities in their definition of vulnerable populations.
2. **Create New Affordable Housing Resources and Focus Them on the Most Vulnerable People** Increasing housing costs and involuntary displacement are a significant issue for low-income people with disabilities. More affordable housing funding is needed. The Portland Housing Bond is a great new resource but much more is needed. We ask that the City Council adopt a housing strategy that is meaningfully capitalized with new sources of identified funding.

People who receive disability payments and/or other forms of fixed incomes have extremely low-incomes. People with disabilities are disproportionately represented amongst households with 0-30% of the Median Family Income. An emphasis should be made to produce and preserve more affordable units that serve households making 0-30% MFI.

3. **Design Affordable Housing Buildings for Greater Accessibility.** We ask that City-funded multi-family affordable housing buildings go above the standards set by the Americans with Disabilities Act. For example, a greater percentage of units being ADA accessible. In addition, we ask that units be designed to be age friendly using principles of universal design. For

*In compliance with Civil Rights laws, it is the policy of the City of Portland that no person shall be excluded from participation in, denied the benefits of, or be subjected to discrimination in any City program, service, or activity on the grounds of race, color, national origin, or disability. To request accommodations, translation and/or interpretation, to file complaints, or for additional information or services, please contact us at 503-823-4433, City TTY 503-823-6868, or Oregon Relay Service: 711.*

example including showers not tubs and having less walls and doors to create open rooms.

4. Locate and Develop Light Rail Stations That Are Accessible. New stations in the corridor should be located near the existing communities on and just west of Barbur Boulevard to increase the likelihood the station areas will develop in a more accessible way. Station locations along Interstate 5 will create more challenges for some people with disabilities due to the obstacles to accessibility created by I-5 and Barbur themselves.

To ensure greater accessibility we recommend that pedestrian infrastructure be built concurrently with the stations and the housing so the two are connected. A wise investment strategy will seek to provide affordable housing in close proximity to the stations and also accessibility for them to get safely to the new transit service.

We appreciate this opportunity to provide guidance on the SW Corridor Equitable Housing Strategy in these early stages. We hope to see our recommendations incorporated into the final draft strategy and look forward to providing further comments as the Council is considering approving plans for the light rail project and housing strategy

Regards,

The Accessibility & The Built Environment Sub-Committee

**From:** David Atiyeh  
**Sent:** Wednesday, January 17, 2018 2:52 PM  
**To:** Eryn Kehe  
**Subject:** FW: SW Corridor light rail- Atiyeh Bros. comments to Tigard City Council

Eryn-

Could you please submit this correspondence information, previously sent to the Tigard City Council in December, to both the Steering and Community Advisory Committees.

As always, thank you for your assistance!

David Atiyeh

**From:** David Atiyeh [  
**Sent:** Friday, December 15, 2017 4:40 PM  
**To:** 'councilmail@tigard-or.gov' <  
**Cc:** Mark McGirr- Atiyeh Bros. <>; 'Debra Dunn' <>; Kevin Atiyeh <>; Carrie Atiyeh <>; 'Armitage, Ree (Wyden)' >; 'Jake Oken-Berg' <|>; 'Jagjit Nagra' <>; 'Horvath, Kelli' <>; 'sen.ginnyburdick@oregonlegislature.gov' <>; 'Rep Doherty' <>  
**Subject:** SW Corridor light rail- Atiyeh Bros. comments to Tigard Council

Mayor Cook, Council President Snider, Councilors Anderson, Goodhouse and Woodard-

Attached first is a public comment letter dated December 15 from our company Atiyeh Bros. on the SW Corridor light rail alignment options impacting the Tigard community. The additional attached documents are referred to within my letter. Carol Krager of the City told me in a phone call on December 12 that the Council is not taking public comment on the light rail project at its upcoming Dec. 19 Workshop meeting when I was hoping to present this in person. Since the next Council meeting is not until January 2, and given the urgency of this alignment matter and the upcoming routing recommendation in the DEIS early 2018, we thought it best to submit these comments for the Council's further consideration now.

Thank you.

David Atiyeh

503-924-1905 | email: [david@atiyehbros.com](mailto:david@atiyehbros.com) | [atiyehbros.com](http://atiyehbros.com)







December 15, 2017  
Our 117<sup>th</sup> Year

Members of Tigard City Council:

Hello. My name is David Atiyeh, 3<sup>rd</sup> generation owner of Atiyeh Bros. Inc. Rugs & Carpeting. Our company is part of a Coalition of Tigard businesses actively involved with the SW Corridor light rail alignment options.

We held a most helpful meeting with Mayor Cook and Kenny Asher on October 23 to further our understanding of this project's specific impacts on the Tigard community. Coalition members have had dozens of meetings and calls with Metro and Tri-Met officials and key staff; federal, state and local legislators; and ODOT to learn about the decision making process, make comments and ask questions. We and most other Coalition members have submitted letters to the SW Corridor Steering committee, Mark McGirr our company President provided comment at your November 7 Council meeting, and we have made available our Coalition's Position Statement in support of the Railroad alignment options.

We appreciate and draw encouragement from the City of Tigard's October 5, 2016 Environmental Impact Scoping Comments letter to Metro Planning which states (page 3) "Tigard does not want to lose existing businesses that have economic value, provide jobs, destinations, goods and convenience to our community in exchange for parking that simply generates vehicle trips on our streets. In particular, a Park & Ride on Bonita Road along the I-5 alignment is one of those locations where the displacement of existing business *do not justify* a Park & Ride facility. A station being considered on Bonita along the I-5 corridor ... where there is no exit does not make sense to us." State Senator Burdick's and Rep. Doherty's joint letter to the SW Corridor Steering committee on November 20 concludes "Given the investment that many of these businesses have made in our community and the economic impact their continued operation has on our region, we share their concern regarding an I-5 alignment. In reviewing *all* of the proposed alignments, we strongly urge the Steering committee to move forward with one of the Railroad alignments."

At this point we believe the Tigard City Council and City managers share our fundamental concerns and question why an I-5 alignment option with a MAX station and park & ride lot remains under consideration compared to the clear and compelling reasons under all criteria for a Railroad alignment. And if so, we welcome and offer to support and join you in your efforts to remove this I-5 route option from those being considered, sooner than later.



Metro completed an on-line survey November 30 for voters to choose their favorite light rail alignment options, including comparing the I-5 alignment to the Railroad alignment in Tigard. We are very interested in the survey's results planned to be released by Metro to the public in January.

We LOVE having our corporate headquarters and retail store in Tigard. We are the most recent to build, in 2001, along the I-5 route. However, 10 businesses are now in jeopardy of closure with an I-5 alignment and 3 would have substantial property taken severely limiting continued operations vs. 2 identified properties closed along Railroad route options.

An "I-5 alignment" in Tigard achieves no benefits and results in the loss of established companies, hundreds of family wage jobs, services to the public, and reduced property tax revenue to support Tigard schools/community. And nothing would replace all this because there is no further opportunity for development along this I-5 alignment. Neither is there a place to relocate these business activities in Tigard. Demolition of the 40,000 sq. ft. Portland Clinic alone would affect 80 health care professionals and service to 6,000 patients, many vulnerable senior citizens.

The preferred "Railroad alignment" has unique advantages and benefits in the form of substantially lower cost to acquire property, less employment displacement, better station access for low income residents in need of transit, fewer traffic impacts, faster transit time, and is more likely to enhance meaningful redevelopment including more affordable housing.

We have been told by SWC Steering committee Co-chairs Stacey and Dirksen that NOW is the critical time to influence the light rail route alignment decision in the upcoming DEIS. *Our Coalition is asking the Tigard City Council to reinforce to the Steering committee, Tri-Met Board and Metro Council the preferences cited in the City's October 2016 letter noted above. Please support the Railroad alignment option for its positive and obvious benefits to the entire Tigard community.*

I can be contacted at 503-924-1905 or email [david@atiyehbros.com](mailto:david@atiyehbros.com).

Thank you.

A handwritten signature in cursive script that reads "David Atiyeh".

David Atiyeh





OREGON LEGISLATIVE ASSEMBLY

Metro Councilor Craig Dirksen, Bob Stacey  
Co-Chairs SW Corridor Steering Committee  
600 NE Grand Avenue  
Portland, Oregon 97232

November 20, 2017

Dear Councilor Dirksen & Councilor Stacey,

From its inception, and prior to our service in the Oregon Legislature, we have been strong advocates for and supporters of the Southwest Corridor Light Rail Project. Our enthusiastic support remains steadfast, and we look forward to continuing to support this vital transportation solution for our region and the entire State of Oregon.

Over the past few weeks, we have heard significant concern from business owners who are concerned about the implications to their businesses if the SW Corridor Steering Committee adopts an I-5 alignment route. Given the investment that many of these businesses have made in our community and the economic impact their continued operation has on our region, we share their concern regarding the adoption of an I-5 alignment. Many of these businesses continue to be pillars of our local economy in Tigard with a long history of serving our community. In reviewing all of the proposed alignments and after hearing concerns from constituents about the impacts of an I-5 alignment, we strongly urge the steering committee to move forward with one of the Railroad alignments.

As strong advocates for the SW Corridor Light Rail Project, we immensely appreciate all of the work that the steering committee, staff and many other leaders have put into this project. We thank you in advance for your consideration of our request regarding the I-5 alignment, and we hope that you will not hesitate to reach out to us if you have questions or if we can be of assistance.

Best regards,

Margaret Doherty  
State Representative  
House District 35 (Tigard, SW Portland)

Ginny Burdick  
State Senate Majority Leader  
Senate District 18

October 5, 2016



## City of Tigard

Elissa Gertler  
Metro Planning  
600 NE Grand Ave  
Portland, OR 97232

### ***RE: Southwest Corridor Environmental Impact Scoping Comments***

Dear Ms. Gertler:

The following are the City of Tigard's comments regarding the scoping process for the Environmental Impact Study (EIS) for the Southwest Corridor Light Rail Transit project.

The city would like to begin by thanking Metro and TriMet and all other partners for the opportunity to participate in the planning of this project and the many public opportunities for citizens of Tigard to participate as well. We are pleased that light rail will not be on or near 99W and that all alignments through the Tigard Triangle also serve the Tigard downtown—a major regional hub for transit.

Surveys indicate both a need and a desire for improved transit in Tigard. As advocates for our citizens, we are confident that the existing bus services, and particularly those that feed the more regional transit corridors, will be expanded to meet and exceed the population growth expected. We know that mode shifts are necessary to provide viable travel options for all, and it is important for economic, equity, reliability and efficiency purposes that personal vehicle travel not be the only option for regional mobility. Individuals and families depend on this.

The following comments focus on the light rail alignments, connecting infrastructure, parking structures for Park & Ride facilities, housing, and maintenance facilities.

### **Alignments**

All rail alignments come into the Tigard Triangle similarly. There are two direct alignments that go to downtown Tigard (Clinton Street and Ash Avenue alignments) and then continue on toward Tualatin. The other three alignments are branch alignments that branch in the Triangle, one rail going directly south to Tualatin, while the other rail branch, with three route options, goes to downtown Tigard. Current ridership projections suggest that every other train will go into downtown Tigard, and every other train will go to Tualatin. These route options include the Clinton Street alignment, the Ash Avenue alignment, and the Wall Street alignment.

- Of the five options, Tigard prefers the Ash Avenue direct alignment. In the interest of reducing the scope for cost and time purposes, Tigard recommends that the branch option with the Clinton Street alignment be eliminated from further study in the EIS. The branch requires two very long bridges to cross 217 where the direct alignments require only one; the Clinton Street bridge is 4,000 feet long (twice the length of the Tilikum Crossing).
- Tigard acknowledges the Ash Avenue alignment (direct and branch) would likely require the relocation of low to middle income housing units. Tigard requests that the study include actions to



mitigate population displacement.

The following bullets address the accommodation of other modes along the alignments:

- The Clinton Street structure, and the Ash Avenue structure must include bike/pedestrian on the bridge over Hwy. 217 to downtown.
- Tigard understands that south of the Triangle, a bike/pedestrian easement along Interstate 5 (I-5) is being considered, and thus a bike/pedestrian facility on the south bridge should be considered to provide another bike/pedestrian route into the Triangle.
- Tigard asks that the Wall Street alignment include bike/pedestrian and two-way vehicle traffic on the bridge over Hwy. 217 from Beveland Street to Hunziker Road.
- On the branch alignments, the 70<sup>th</sup> Avenue corridor is currently slated to include two-way vehicular traffic south to Beveland Street and a large sidewalk. Tigard requests studying the feasibility of continuing 70<sup>th</sup> Avenue with two-way vehicle traffic and sidewalk as far south as possible.

### **Connecting Infrastructure**

Tigard has provided – for consideration – numerous improvements for all modes that would enhance connectivity to Light Rail Transit stops. The following are recommended to be studied in the EIS:

- The realignment of Scoffins Street with Hunziker Road. This alignment includes low-income housing issues. It is important that solutions be considered in the EIS to mitigate displacement of residents.
- Sidewalk gaps along Hall Boulevard from OR 99W to Durham.
- Improved pedestrian/bike connectivity from the Triangle to Portland Community College (PCC).
- A bike/pedestrian bridge that connects the 53<sup>rd</sup> Street Park & Ride west across I-5 would make Oak Street a direct bike/pedestrian-friendly connection from Washington Square Mall east to the Light Rail and across I-5 and Barbur Boulevard to PCC. This would be a great service to an isolated, low-mid-income neighborhood.
- Connections to regional bike/pedestrian trails. The alignments pass closely to the regional Fanno Creek Trail and the city's proposed Red Rock Creek Trail.
- Ash Avenue Extension. This is an at-grade rail crossing from Burnham Street to Commercial Street. This would improve access and in the downtown.

### **Parking for Park & Ride**

Tigard would like the EIS to include a thorough cost/benefit analysis of proposed Park & Rides. In particular, the city is interested in understanding the correlation of ridership to the provision of Park & Ride facilities that are either built with the project or leased from existing nearby lots.

We will care about, and expect to be thoroughly consulted about the location and design of any Park & Ride within the city.

Tigard has completed the Triangle Strategic Plan. This plan contemplates a mixed-use, dense, urban, and walkable community design. Tigard is working on a parking management plan that attempts to avoid surplus parking and excess Single Occupant Vehicle trip generation. As an example, the area of the Triangle south of Hampton Street, which is almost exclusively office space, has 22 acres of parking (2,712 spaces), and at peak use is only 50 percent occupied, leaving 11 acres (1,362 spaces) of unoccupied (surplus) parking. The Southwest Corridor plan current is considering a nearly 400-space parking structure exclusively for Park



& Ride users. This would generate car trips, do nothing to reduce surplus parking, and use high-demand land for low-value purposes, while generating low to no revenue. As such, a Park & Ride in the Triangle would conflict with some of the city's goals in the Triangle.

However, parking structures are more land-efficient than surface lots, and a parking garage that is shared with Triangle patrons would allow more of the existing surplus parking land to be better used. This shared-use option is even more appropriate in downtown Tigard where there is not a sea of surplus parking and where additional parking for downtown patrons is welcome. As such, shared parking strategies, parking pricing, and parking managed or co-managed by the City of Tigard should also be studied as a way to reduce SOV trip generation and minimize surplus parking.

It is also important that in locating Park & Ride lots, that any displacement of existing buildings, businesses and residents be considered. Downtown locations and locations being considered at Bonita Road, where existing successful businesses are located, should be thoroughly studied as to the economic cost to the community. Tigard does not want to lose existing businesses that have economic value, provide jobs, real destinations, goods and convenience to our community in exchange for parking garages that simply generate vehicle trips on our streets. In particular, a Park & Ride on Bonita Road along the I-5 alignment is one of those locations where the displacement of existing business do not justify a Park & Ride facility that would displace the businesses.

### **Station Locations**

Tigard understands that station locations for regional travel need to be very strategic such that they do not impede the regional movement, but yet provide enough convenience for the public to use it for a high percentage of their trips. The rule of thumb is one (1) mile between stops. In the suburbs, the walk, bike and local transit options are often poor to get to that final destination. Although the two stops contemplated in the Triangle are less than one mile apart, we think they are warranted due to the terrain, the benefit it would bring to the heavily car-oriented office space and educational institutions to the south (Beveland Street station), and to the development potential to the north (Baylor Street station). And of course, the downtown is such an important transit hub and walkable city center, a station downtown is imperative, and having a direct connection (rather than a branch) so that every train goes through downtown, continues to be an interest.

As previously noted, a station being considered on Bonita Road along the I-5 corridor is central and valuable to our community, however, losing businesses to build a Park & Ride, especially where there is no exit from I-5, does not make sense to us. Improving connections by bike/walk/transit to this location is a preference, and the impact thereof should be studied.

### **Housing**

Tigard is an affordable suburb of Portland, and needs to remain so. It is important that Tigard understand the impacts of each of the alignments and facilities so that not only does it service the populations that desire transit service, but that it does not displace these populations via housing loss, or via housing cost. Each of these alignments has different levels of impact, and each has mitigating alternatives that need to be fully explored. We ask that this be emphasized in the EIS. Meanwhile, TriMet and the City of Tigard are combining resources to create new affordable housing in the downtown.

### **Maintenance Facility**

A maintenance facility is contemplated along the corridor. Areas being considered in Tigard are Light-Industrial (I-L) zones. Some have environmental concerns as they are near riparian areas, and some will

have economic impacts as industrial land is limited in Tigard. TriMet is contemplating a full maintenance facility or a partial facility where some larger maintenance projects cannot be done. Tigard prefers the partial maintenance facility, which would lower the environmental and development potential impact to the area. These facilities do depend on the alignment going into the downtown as well as the track alignments south of downtown and the Triangle. Tigard prefers an area along the I-5 corridor which does not disrupt existing businesses and development potential in our core areas.

Locating large maintenance facilities in Tigard's light industrial zones may create an economic opportunity cost in some districts. While a maintenance yard may be an allowed use in the city's I-L zones, locating a facility at locations that are underperforming economically creates further challenges to future development and reinvestment. In one district of interest to TriMet for a maintenance yard, Tigard has been working for over three years on ways to increase employment per acre so that the city meets its employment goals as outlined in the city's economic opportunity analysis. A maintenance yard located in an area with low commercial property values, low levels of employment and low improvement-to-land ratios, and under-developed property will act as a disincentive for private sector reinvestment and adaptive reuse.

The City of Tigard is also willing to explore a combined facility at a mutually-agreeable location that minimizes the impact to high-value areas.

### **Stormwater Coordination**

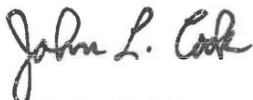
Tigard is working and planning for potential environmental mitigation sites/projects in areas such as the Tigard Triangle that will be impacted by any light rail development. Tigard would like to be consulted and involved in site selection to look for cooperative opportunities for mitigation and enhancement that meets Tigard's open space and stormwater goals and master plans.

### **Summary**

Again, Tigard would like to thank our partners for continuously providing our citizens and staff with opportunities to participate in this effort.

The City of Tigard's charter obligates us to oppose this project. We look forward to hearing from Tigard voters on November 8 regarding authorization of city support for the project via ballot measure 34-255.

Sincerely,



John L. Cook, Mayor  
City of Tigard

cc: Chris Ford, Investment Areas Project Manager, Metro  
Joe Recker, Environmental Permits Coordinator, TriMet  
Dan Drais, Environmental Protection Specialist, FTA

# SUMMIT

PROPERTIES, INC.

February 1, 2018

## VIA EMAIL AND REGULAR MAIL

Southwest Corridor LRT Steering Committee  
c/o Eryn Deeming Kehe  
Metro  
600 NE Grand Ave  
Portland, OR 97232

**Re: Southwest Corridor LRT**

Dear Members of the Committee:

Summit Properties, Inc. ("Summit") is the owner of two properties located in the City of Tigard. They are located at 7330 SW Landmark Lane and 7555 SW Tech Center Drive.

The purpose of this letter is to provide comment and input to the Steering Committee as it chooses alignment selections for the Southwest Corridor Rail Project. The properties are located south of downtown Tigard and are located along one or more of the alignments designated as alternatives being considered for review in the DEIS. Generally, these alternatives are characterized in the decision briefing book as the "C Through" alignments. Those alignments include C1, C2, C3 and C4. Both industrial buildings have longstanding tenants providing economic vitality to Tigard and employment for its citizens. The C1 and C3 alignments take an easterly departure from the existing railroad lines to reach I-5 to the east. Alignment C2 and C4 generally continue along the existing railroad lines to the south. The decision making matrix for these alignments asks the question of whether the alignment should be "along the railroad or I-5 in Tigard." In other words, alignments C2 and C4 are along the railroad and C1 and C3 are along I-5. Summit Properties respectfully requests that the alignment chosen be C2 or C4 along the railroad.

Of course, Summit Properties would not wish to have its properties condemned for purposes of the light rail system. The I-5 alignment in alternatives C1 and C3 would require at least one building and its business to be 100% lost. The railroad alignments make far more sense. The merits of the C2 and C4 alignments emerge quickly when looking at the advantages of the C2 and C4 alignments as opposed to the C1 and C3 alignments:



Advantages of C2 and C4 (Railroad Alignments)

1. Preferred by 61% of commuters.
2. Lower Cost to Build.
3. Fewer impacts on private property and business owners.
4. Serves more people.
5. Faster travel times.
6. Uses existing right-of-way.
7. More redevelopment opportunities.
8. Avoids difficult crossing at 72nd.
9. Is compatible with the Operations and Maintenance facility on SW Hunziker Street.

Disadvantages of C1 and C3 (I-5)

1. Close proximity to freeway -- not a walkable environment and a lack of developable adjacent land.

Conclusion

Summit will be participating in the DEIS process. The issues presented by the alignment selection are critical to Summit and its tenants.

Very truly yours,

SUMMIT PROPERTIES, INC.



Yoshio Kurosaki  
President

<b>Group Meetings and Tabling Events</b>					
	<b>Event</b>	<b>Date</b>	<b>Location</b>	<b>Metro Staff</b>	<b>Other Staff/CAC</b>
1	Tabling at Assaber Masjid	1/26/2018	SW 43rd Ave, Portland, OR 97219	Eryn Kehe Chris Ford Ambar Espinoza	
2	Community Alliance of Tenants event in Tigard	1/30/2018	St. Anthony Church, Tigard	Eryn Kehe Ambar Espinoza	