

Meeting: Southwest Corridor Steering Committee

Date/time: Monday, May 8, 2017

Place: Metro Regional Center – Council Chamber, 600 NE Grand Ave., Portland

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**Committee Members Present**

Craig Dirksen, Co-chair	Metro Council
John Cook	City of Tigard
Neil McFarlane	TriMet
Leah Treat	City of Portland
Lou Ogden	City of Tualatin
Gery Schirado	City of Durham
Rian Windsheimer	ODOT
Danny Doyle	Beaverton

**Metro Staff Present**

Chris Ford, Matt Bihn, Yuliya Kharitonova, Michaela Skiles, Eryn Kehe, Anthony Buczek, Elissa Gertler, Malu Wilkinson

**1.0 Welcome and introductions**

Co-chair Craig Dirksen called the meeting to order at 9:07 a.m. and welcomed the committee members and public to the meeting. Co-chair Dirksen announced two new members of the committee, Commissioner Dan Saltzman representing the City of Portland and Mayor Ken Gibson representing the City of King City. The committee members proceeded to introduce themselves and noted their jurisdictional affiliation.

Co chair Dirksen gave a brief overview of the meeting agenda and reminded the committee that today's meeting decision would be to approve appointment of a new member to the Southwest Corridor Community Advisory Committee.

**2.0 Consideration of the Steering Committee meeting summary from December 12, 2016.**

Co-chair Craig Dirksen asked the committee for approval of the meeting summary from December 12, 2016. With all in favor, the meeting summary was accepted unanimously.

**3.0 Public Comment**

Mr. Robert Davidson, Tigard business owner, expressed opposition to proposed routes operating on Beveland Street. He raised concerns that the light rail would have multiple negative impacts on the small businesses located on that street who took years to get established there. Mr. Davidson clarified that he does not oppose the light rail in general, but does not want it operating on Beveland Street.

Mr. William Terrill, Beveland Street business owner, expressed opposition to having a light rail operating on Beveland Street. He stated that the light rail will disrupt the livelihood of the small businesses there, many of which have close ties with the local community.

On behalf of Beveland Street business owners, 27 letters were submitted and included as part of the meeting record.

Mr. John Gibbon, Southwest Neighborhoods Inc. (SWNI), submitted a written comment and it is included as part of the meeting record.

Mr. Ron Swaren, Southeast Portland resident, submitted a written comment and it is included as part of the meeting record.

#### **4.0 Southwest Corridor Plan updates**

Mr. Chris Ford, Metro, started his presentation by reminding the committee of the decisions that were made so far. He continued by giving an overview of the proposed alignments which included:

##### **Downtown to Burlingame alignments**

- Barbur
- Naito
- Ross Island Bridgehead
- Marquam Hill connection

##### **Burlingame to Tigard alignments**

- Barbur
- Adjacent to I-5
- PCC transit connection

##### **Tigard Triangle and downtown alignments**

###### *Through Route*

- Clinton Street
- Ash Avenue

###### *Branched Route*

###### Tigard branch

- Ash Avenue
- Wall Street

###### Tualatin Branch

##### **Tigard to Tualatin alignments**

###### *Through Route*

- WES – adjacent to rail
- WES – adjacent to I-5

###### *Branched Route*

- Tigard Branch
  - WES – adjacent to rail
  - WES – adjacent to I-5
- Tualatin Branch
  - 217 Crossing – Adjacent to I-5

Mr. Ford reminded the committee of the NEPA objectives and summarized which components would be included in December 2017 Draft Environmental Impact Study (DEIS). Work progress on Draft EIS included:

- Finalized technical design work
- Drafted methodologies for each issue area
- Participating agencies (federal, state, local) have reviewed and commented on draft methods
- Data gathering and analysis has begun on a number of areas

Mr. Ford gave a brief overview of the possible discussion topics for the future Steering Committee briefings. He concluded his presentation with a short summary of the staff and Metro's efforts on equitable housing and development.

Ms. Leah Robbins, TriMet, gave a brief update on the upcoming LRT design work and Sustainable City Year Program. She stated that as environmental analysis data becomes available by the end of this year, the goal would be to start planning mitigation strategies and also develop a conceptual design report in the next year. Ms. Robbins also noted that project staff, consultants, and partners are getting ready to overlay that work with the Sustainable City Year Program at the University of Oregon.

### **5.0 Public involvement updates**

Ms. Eryn Kehe, Metro, gave a brief update of the community involvement efforts which included:

- Spring 2017 Newsletter
- Summer community outreach events
- Beveland Street business owners outreach
- Barbur Boulevard business owners outreach

Ms. Eryn Kehe introduced Mr. Adam LaFountain, president of Tigard Youth Advisory Council, and commended him for his involvement with the local communities and projects.

Co-chair Craig Dirksen asked Mr. LaFountain about his plans after high school graduation and his involvement with the city of Tigard. Mayor John Cook congratulated Mr. LaFountain on being selected as the 2017 Shining Stars Tigard Youth Volunteer of the Year and inquired about what it means to him being involved in Southwest Corridor Plan project.

Mr. Adam LaFountain expressed his support for the light rail. He commented that the light rail would help to ease traffic and will connect people to the key destinations in the region.

Ms. Eryn Kehe concluded her presentation with an overview of the updates from the Southwest Corridor Plan Community Advisory Committee. She announced that the Community Advisory Committee selected Mr. Roger Averbek, representing Oregon Walks and Portland Pedestrian Advisory Committee, Mr. Michael Kisor, serving as bicycle/pedestrian advocate and Southwest Portland resident, and Mr. Stephan Belding, representing Tigard Pedestrian and Bicycle Advisory Committee, as their three liaisons to the steering committee.

Ms. Kehe announced that in today's meeting the committee would vote on whether to approve Mr. Ibrahim Turki, Muslim Educational Trust, as a new member to the Southwest Corridor Plan Community Advisory Committee.

### **6.0 Consideration of appointing a new member to the Southwest Corridor Community Advisory Committee**

**MOTION:** Co-chair Craig Dirksen moved to approve Mr. Ibrahim Turki, Muslim Educational Trust, as a new member to the Southwest Corridor Community Advisory Committee.

**ACTION:** Without any comments, the motion passed unanimously.

### **7.0 Branch vs. Through configuration briefing**

Mr. Matt Bihn, Metro, presented on the branched and through route options which included:

- **Through route** – a single line connecting Downtown Portland to Bridgeport Village via Downtown Tigard
- **Branched route** – two overlapping lines that connect Downtown Portland and split east of Highway 217 to serve Downtown Tigard and Bridgeport Village separately

He explained how the two route options compare to each other during the 2035 peak and off-peak service frequencies in the model analysis. The model analysis results for the **branched route** compared to the **through route** option included:

- Faster travel between stations north of Downtown Tigard and stations south of Downtown Tigard, increase of 1,400 daily riders
- Transfer required between Downtown Tigard and stations to the south, decrease of 1,400 daily riders
- Less frequent peak service for riders between Downtown Tigard and stations to the north, decrease of 2,400 daily riders
- More frequent off-peak service for riders not traveling south of the Tigard Triangle, increase of 4,000 daily riders

Mr. Dave Unsworth, TriMet, presented on the operating costs (2035) for both branched and through routes. He stated that branched service is estimated to cost \$8.1M or 44% more annually to operate compared to the through-routed service. In addition, he commented on the operational complexity and how the branched route frequencies are doubled in off-peak, requiring trains to turn around and merge with MAX Green line and MAX Yellow line trains, whereas through route frequencies generally match MAX Green line.

The committee members deliberated and noted the importance of cost effectiveness, ridership, speed, connectivity and consistency in determining the most successful and effective route option. Concerns were raised about operational complexity and additional information was requested about how both routes would impact Downtown Portland. Mayor John Cook commented on the preference of the through route due to its lesser impacts to Downtown Tigard, having two stops at the Tigard Triangle, and connection of downtown Tigard to Durham, Tualatin and Bridgeport.

## 8.0 CAC report on Branch vs. Through discussion

Mr. Stephan Belding, Tigard pedestrian and Bicycle Advisory Committee representative and a member of the Southwest Corridor Community Advisory Committee, presented on the Community Advisory Committee's discussion on decision between the branch and through route options. He noted that top three considerations during the discussion included:

### Connectivity of the light rail

- Access to jobs/housing/educational opportunities (from Purpose & Need statement)
- Connection to other transportation networks (from Purpose & Need statement)
- Through route connects more riders to other transit routes in Tigard (WES, bus, etc.)
- Serving Downtown Tigard is important, but not direct
- Through route connects to the Tigard community better
- Two stops in the Tigard Triangle (branch route) will improve the quality of life in that area
- Connection of light rail to affordable housing (are there differences between the options?)

### Travel time/Frequency

- Travel time
- Speed is an important consideration
- Travel time includes time door-to-door, so frequency is critical

- Hope we can make up the time in other places along the alignment (time lost by indirect connection to Downtown Tigard)

### Cost

- Cost per rider (higher for branch)
- Through saves a considerable amount in operations

In addition, the members of the SWC Community Advisory Committee requested additional information about:

- Equity/low income impact of the choices
- Disruptions to and displacement of businesses and residents for both choices
- Operations vs. building cost trade-offs
- Ridership impacts for people on “other” (non-traditional) work shifts

Members of the committee also recommended additional considerations, such as support for local plans (from Purpose & Need statement), route complexity (branch adds complexity, through is more simple), get more cars off the road (the increased frequency of the branch might remove more cars), and more flexibility with the branch route for future extensions, in operations, etc.

The topics that were raised by the committee, but not specific to the branch/through route options included connectivity from MAX to areas in Tualatin and how transit service hours affect workers, particularly those with low-income jobs.

### 9.0 Adjourn

There being no further business, Co-chair Dirksen adjourned the meeting at 10:35 am.

### Attachments to the Record:

Item	Type	Document Date	Description	Document Number
1	Agenda	05/08/17	Meeting agenda	050817SWCSC-01
2	Summary	12/12/16	12/12/16 meeting summary	050817SWCSC-02
3	Document	04/24/17	Decision Briefing Book – Branched or Through Route?	050817SWCSC-03
4	Document	05/08/17	Additional member suggested for Community Advisory Committee (CAC)	050817SWCSC-04
5	Comment card	05/08/17	Public comment – John Gibbon	050817SWCSC-05
6	Comment card	05/08/17	Public comment –Ron Swaren	050817SWCSC-06
7	Letters	05/08/17	Beveland Street business owners letters - 27	050817SWCSC-07

# Southwest Corridor Plan

## Request to Comment

(Please print legibly)

Name: John Gibbon Date: 5-8-2017

Affiliation (if any): SWNT

Street address: - 9220 SW Barbur Blvd, Ste 419-252

City: POX, OR 97219

Email address: jtgonz@gmail.com

- Until recently business address was near this area, agree that LRT activity on street will  
Bleed and

create a major change vis-a-vis - small business in the area, lots of this development as well as auto related has occurred, in contrast to, that development envisioned by original Triangle plan

- Branched Route -

Higher Rideship in areas - Barbur  
& Triangle where more intense  
development has been envisioned  
but has not occurred.

Using the operational problems  
of Tri-Met to justify a through  
route is not wise in terms  
of strategic LRT long term in  
Washington County. and

Branched route supports  
a perception that Tri-Met is  
trying to get people there  
Downtown Portland - as opposed  
to another Milk Run!

Also losing contact with

Kruse Way - Employment Center  
is problematic.

# Southwest Corridor Plan

## Request to Comment

(Please print legibly)

Name: RON Swaren Date: 5-8-2017

Affiliation (if any): \_\_\_\_\_

Street address: 1543 SE Umatilla St

City: Footland

Email address: \_\_\_\_\_

I think Double-Decker Express buses  
would be better — 1. Connect more neighborhoods  
2 Less planning time. 3. Lower Capital Cost





May 4, 2017

Chris Ford, Investment Areas Project Manager  
600 NE Grand Ave.  
Portland, OR 97232-2736  
Phone: 503 797-1633

Cc: Tigard Mayor John Cook  
Eryn Kehe, Communications Specialist 503 797-1881

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

OnlineEd is a small businesses located on SW Beveland Street between SW 72<sup>nd</sup> Street and Hwy 217 who oppose the plan of running MAX through SW Beveland Street to gain access to downtown Tigard. We urge you to consider the alternate route which would leave our street intact.

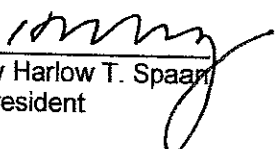
Since we purchased our property at 7405 SW Beveland in 2005 we have invested a substantial sum of money in developing our property for its current use. We worked closely with the City of Tigard to be in compliance with the new ordinances for the freshly e-zoned Tigard Triangle. This involved substantial investments of our time and finances for street improvements, the formation of a Local Improvement District, and the construction of sewer lines as required by the City of Tigard.

As you are well aware, Beveland Street is dotted with offices and practices that depend on the quiet location, off-street parking, and convenient access. If the street is widened to make room for MAX, it will take up our off-street parking, destroy the driveways and parking lots that are essential to our small businesses, and make access difficult for our elderly and disabled clients and customers. The road closure and construction noise would render our buildings unusable for the medical and mental health practitioners, sleep clinic, and business consultants who currently earn their livelihoods there.

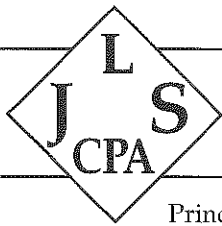
As you are also aware, Beveland Street serves as the main delivery arterial for Lowes. This involves the passage and entrance and exit from the Lowes complex many times of day with semi-delivery trucks. Beveland is also a very narrow street in width. The street during business hours is filled with street parking for employees that work in the various businesses located on the street. If MAX tracks are to be installed, there simply will be no street parking available. Most of the businesses as a result do not have adequate parking spaces available on their property for additional cars.

In short, running MAX down Beveland is simply a loony idea which clearly requires exploration of alternative routes.

Sincerely,  
OnlineEd, Inc.

  
By Harlow T. Spaargaren  
President

HTS:1



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

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

[www.jameslshookcpa.com](http://www.jameslshookcpa.com)

May 1, 2017

Chris Ford, Investment Areas Project Manager  
600 NE Grand Ave  
Portland, OR 97232-2736  
Phone: (503) 797-1633

Cc: Tigard Mayor John Cook  
Eryn Kehe, Communications Specialist (503) 797-1881

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

This letter represents the feelings of all of the small businesses located on SW Beveland Street between SW 72<sup>nd</sup> Street and Hwy 217 who oppose the plan of running MAX through SW Beveland Street to gain access to downtown Tigard. We urge you to consider the alternate route which would leave our street intact.

Ten years ago, we formed Triangle Properties of Tigard, LLC in order to make a substantial investment in a property in the Tigard Triangle to be the permanent location for our real estate holdings and our CPA firm for generations to come. We are a multi-generation business. In the ten years since we have been here, we have grown substantially, paid our taxes and employed twelve people. We worked closely with the City of Tigard to be in compliance with all applicable ordinances and variances in order to locate our professional office building here. This involved substantial investments of our time and resources.

Today Beveland Street is dotted with professional offices and practices that depend on the quiet location, off-street parking, and convenient access. If the street is widened to make room for MAX, it will take up our off-street parking, destroy the driveways and parking lots that are essential to our small businesses, and make access difficult for our elderly and disable clients and customers. The road closure and construction noise would render our buildings unusable for our clients and the patients and clients of the other professionals located here. We do not own the types of businesses that would benefit in any way by having light rail on our door steps.

Please don't turn our professional small business-friendly street into a train corridor with no off-street parking and pedestrian access. We took a chance on Tigard by developing our property and Beveland Street into the thriving small business-friendly location that it is today. Please don't turn your back on us now that we have improved the street, generated jobs and drawn other professional business to your city.

Please consider leaving our street out of your plans for the SW Corridor Light Rail Project.

Sincerely,

JAMES L. SHOOK, CPA P.C.



Certified Public Accountant



April 28, 2017

Chris Ford, Investment Areas Project Manager  
600 NE Grand Ave.  
Portland, OR 97232-2736  
Phone: 503 797-1633

Cc: Tigard Mayor John Cook  
Eryn Kehe, Communications Specialist 503 797-1881

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

We are all small businesses located on SW Beveland Street & Hermoso Way between SW 72<sup>nd</sup> Street and Hwy 217 who oppose the plan of running MAX through SW Beveland Street to gain access to downtown Tigard. We urge you to consider the alternate route which would leave our street intact.

Seventeen years ago, the first small business (Triangle Professional Center) put our faith in the city of Tigard and we invested our life savings in order to develop Beveland Street from a neighborhood plagued by vacant houses and homeless campers into the thriving small business community that it now is. We worked closely with the City of Tigard to be in compliance with the new ordinances for the freshly e-zoned Tigard Triangle. This involved substantial investments of our time and finances for street improvements, the formation of a Local Improvement District, and the construction of sewer lines as required by the City of Tigard.

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Please don't turn our small business-friendly streets into a train corridor with no off-street parking and pedestrian access. We took a chance on Tigard by developing Beveland Street into the thriving small business-friendly location that it is today. Please don't turn your back on us now that we have improved the street, generated jobs, and drawn other business to your city.

Please consider leaving our street out of your plans for the SW Corridor Light Rail Project.

Sincerely,

*Robert C. Jensen*  
BUSINESS OWNER  
BUILDING OWNER

Minuteman Press of Tigard  
7555 SW Hermoso Way  
Tigard, OR 97223





## Wealth Strategy Partners

**Wealth Strategy Partners**  
A private wealth advisory practice of  
Ameriprise Financial Services, Inc.

7450 SW Beveland St.  
Suite 100  
Portland, OR 97223-8678  
Tel: 503.808.1515  
Fax: 503.808.1521

wealthstrategypartners.com

**Bill Terrill**  
**CFP®, APMA®**  
Private Wealth Advisor  
CERTIFIED FINANCIAL PLANNER™  
practitioner  
william.d.territt@ampf.com  
williamdterritt.com  
CA Insurance #0L29297

**William Fussell**  
**CRPC®, CDFP™**  
Financial Advisor  
Chartered Retirement Planning  
Counselor SM  
william.j.fussell@ampf.com  
ameripriseadvisors.com/william.j.fussell

**Kayla Van Horn**  
**CFP®**  
Financial Advisor  
CERTIFIED FINANCIAL PLANNER™  
practitioner  
kayla.vanhorn@ampf.com  
ameripriseadvisors.com/kayla.vanhorn

May 7<sup>th</sup>, 2017

Chris Ford, Investment Areas Project Manager  
600 NE Grand Ave.  
Portland, OR 97232-2736

Cc: Tigard Mayor John Cook  
Eryn Kehe, Communications Specialist (503) 797-1881

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

I am a small business owner on SW Beveland St. and I oppose the plan of building light rail through SW Beveland St. to gain access to downtown Tigard. I encourage you to consider an alternative route and leave our street intact.

Our street is comprised of a diverse group of small business owners, from accountants, to attorneys, to mediators, to therapist, to architects. Each of us has poured our lives into our small businesses and collectively employee countless people. In the shadow of big businesses such as Lowes and Wal-Mart, we have found a little corner of Tigard that provides us a quiet location where small business can thrive. This is a community; where many of us know each other by first name and our street holds annual summer BBQs. This community is exactly why we have decided to stay in Tigard and not move our business to downtown Portland or Kruse Way. A light rail line through Beveland St. will disrupt our livelihoods and erode the neighborly experience we have fostered.

I personally employee 6 people and our office specialize in personal retirement planning and divorce mediation. A light rail line coming down our street every 10 minutes, as estimated by the project details, will absolutely disrupt our ability to have meaningful, intimate conversations with our clients. When I attended the "Tigard Triangle Urban Renewal Plan" meeting on November 3<sup>rd</sup>, 2016 the project identified "Small business support" as a key component. Pushing a light rail line through our street will not support our small business, it will impede it.

Please consider leaving Beveland St. out of your plans for the SW Corridor Light Rail Project.

Sincerely,

Bill Terrill, CFP®, APMA®  
Private Wealth Advisor

Wealth Strategy Partners  
Ameriprise Private Wealth Advisory Practice

7450 SW Beveland Street  
Suite 100  
Portland, OR 97223

Telephone: 503-808-1515  
FAX : 503-808-1521  
william.d.terrell@ampf.com

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April 28, 2017

Chris Ford, Investment Areas Project Manager  
600 NE Grand Ave.  
Portland, OR 97232-2736  
Phone: 503 797-1633

Cc: Tigard Mayor John Cook  
Eryn Kehe, Communications Specialist 503 797-1881

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

We are all small businesses located on SW Beveland Street between SW 72<sup>nd</sup> Street and Hwy 217 who oppose the plan of running MAX through SW Beveland Street to gain access to downtown Tigard. We urge you to consider the alternate route which would leave our street intact.

Seventeen years ago, the first small business (Triangle Professional Center) put our faith in the city of Tigard and we invested our life savings in order to develop Beveland Street from a neighborhood plagued by vacant houses and homeless campers into the thriving small business community that it now is. We worked closely with the City of Tigard to be in compliance with the new ordinances for the freshly e-zoned Tigard Triangle. This involved substantial investments of our time and finances for street improvements, the formation of a Local Improvement District, and the construction of sewer lines as required by the City of Tigard.

Today Beveland Street is dotted with offices and practices that depend on the quiet location, off-street parking, and convenient access. If the street is widened to make room for MAX, it will take up our off-street parking, destroy the driveways and parking lots that are essential to our small businesses, and make access difficult for our elderly and disabled clients and customers. The road closure and construction noise would render our buildings unusable for the medical and mental health practitioners, sleep clinic, and business consultants who currently earn their livelihoods there.

Please don't turn our small business-friendly street into a train corridor with no off-street parking and pedestrian access. We took a chance on Tigard by developing Beveland Street into the thriving small business-friendly location that it is today. Please don't turn your back on us now that we have improved the street, generated jobs, and drawn other business to your city.

Please consider leaving our street out of your plans for the SW Corridor Light Rail Project.

Sincerely,

  
Name

7450 SW Beveland St. #100  
Address/Business Portland, OR 97223

Wealth Strategy Partners  
Ameriprise Private Wealth Advisory Practice

7450 SW Beveland Street  
Suite 100  
Portland, OR 97223

Telephone: 503-808-1515  
FAX : 503-808-1521  
william.d.terrell@ampf.com

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April 28, 2017

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600 NE Grand Ave.  
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Please consider leaving our street out of your plans for the SW Corridor Light Rail Project.

Sincerely,

Allison Kizze  
Name

7450 SW Beveland St #100,  
Address/Business  
Portland, OR 97223

Wealth Strategy Partners  
Ameriprise Private Wealth Advisory Practice

7450 SW Beveland Street  
Suite 100  
Portland, OR 97223

Telephone: 503-808-1515  
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Cc: Tigard Mayor John Cook  
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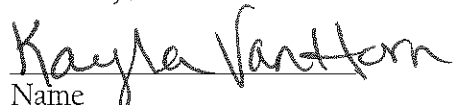
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Sincerely,

  
Name

  
Address/Business 

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Please consider leaving our street out of your plans for the SW Corridor Light Rail Project.

Sincerely,

Bile Russell  
Name

7450 SW Beveland St #100  
Address/Business Portland, OR 97223



Wealth Strategy Partners  
Ameriprise Private Wealth Advisory Practice

7450 SW Beveland Street  
Suite 100  
Portland, OR 97223

Telephone: 503-808-1515  
FAX : 503-808-1521  
william.d.terrell@ampf.com

---

April 28, 2017

Chris Ford, Investment Areas Project Manager  
600 NE Grand Ave.  
Portland, OR 97232-2736  
Phone: 503 797-1633

Cc: Tigard Mayor John Cook  
Eryn Kehe, Communications Specialist 503 797-1881

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

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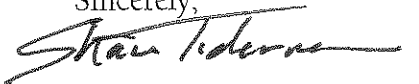
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Sincerely,



Name

7450 SW Beveland St. #100,  
Address/Business Portland, OR 97223

Wealth Strategy Partners  
Ameriprise Private Wealth Advisory Practice

7450 SW Beveland Street  
Suite 100  
Portland, OR 97223

Telephone: 503-808-1515  
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April 28, 2017

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600 NE Grand Ave.  
Portland, OR 97232-2736  
Phone: 503 797-1633

Cc: Tigard Mayor John Cook  
Eryn Kehe, Communications Specialist 503 797-1881

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Sincerely,

  
Name

7450 SW Beveland St, #100  
Address/Business  
Portland, OR 97223

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

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April 28, 2017

Chris Ford, Investment Areas Project Manager  
600 NE Grand Ave.  
Portland, OR 97232-2736  
Phone: 503 797-1633

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Eryn Kehe, Communications Specialist 503 797-1881

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Sincerely,

HARISH S. PATEL 7615 SW BEVELAND ST.

Name

Address/Business

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

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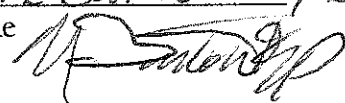
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Sincerely,

*Mark Burton Psy.D.*  
Name 

*7505 SW Beveland*  
Address/Business

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

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600 NE Grand Ave.  
Portland, OR 97232-2736  
Phone: 503 797-1633

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Eryn Kehe, Communications Specialist 503 797-1881

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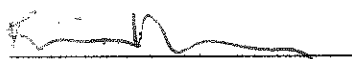
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Sincerely,



Name

Kevin Nelson

7505 SW Beveland St Tigard OR 97223

Address/Business

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

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April 28, 2017

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600 NE Grand Ave.  
Portland, OR 97232-2736  
Phone: 503 797-1633

Cc: Tigard Mayor John Cook  
Eryn Kehe, Communications Specialist 503 797-1881

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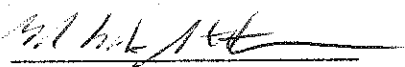
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Sincerely,



Name

7505 SW BEVELAND ST. TIGARD

Address/Business

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

April 28, 2017

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Portland, OR 97232-2736  
Phone: 503 797-1633

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Eryn Kehe, Communications Specialist 503 797-1881

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Sincerely,

I support  
Name

7505 SW Beveland Rd., Ste. 101  
Address/Business

Linda Nishi-Strattner  
(who wrote this letter)  
in this cause.  
Dave Higgins

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

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April 28, 2017

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600 NE Grand Ave.  
Portland, OR 97232-2736  
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Eryn Kehe, Communications Specialist 503 797-1881

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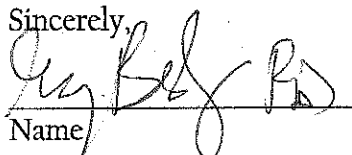
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Sincerely,

  
Name

7505 SW Beveland St, #102  
Address/Business



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

7505 SW Beveland Street  
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Tigard, OR 97223

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lnishistrattner@yahoo.com

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Sincerely,

 Ph.D. LINDA NISHI-STRATTNER, Ph.D.  
Name Address/Business  
7505 SW BEVELAND ST.  
TIGARD, OREGON  
97223

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

7505 SW Beveland Street  
Suite 200  
Tigard, OR 97223

Telephone: 503-620-0157  
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lnishistrattner@yahoo.com

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April 28, 2017

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Portland, OR 97232-2736  
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Eryn Kehe, Communications Specialist 503 797-1881

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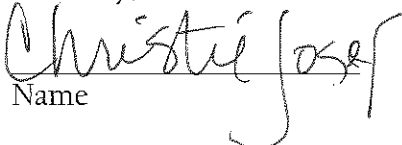
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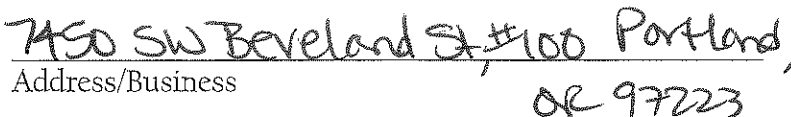
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Name

  
Address/Business

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Sincerely,

Kim Gordon  
Name

Mediator - 7505 SW Beveland  
Address/Business

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

7505 SW Beveland Street  
Suite 200  
Tigard, OR 97223

Telephone: 503-620-0157  
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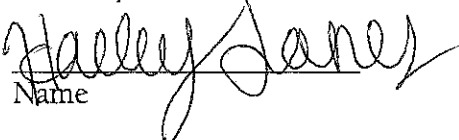
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Sincerely,

  
Name

Westside Sleep Center  
7450 SW Beveland St. 120  
Address/Business

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

---

April 28, 2017

Chris Ford, Investment Areas Project Manager  
600 NE Grand Ave.  
Portland, OR 97232-2736  
Phone: 503 797-1633

Cc: Tigard Mayor John Cook  
Eryn Kehe, Communications Specialist 503 797-1881

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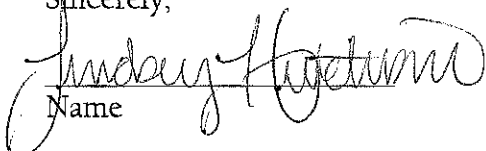
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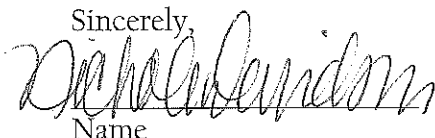
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Michael Stockton  
Name

7615 SW Beveland St/ Florence in  
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