

July 29, 1997

Mayor Katz  
Commissioner Francesconi  
Commissioner Hales  
Commissioner Kafoury  
Commissioner Sten  
Interim City Hall  
1400 SW Fifth Avenue  
Portland OR 97204

Dear Mayor and Commissioners

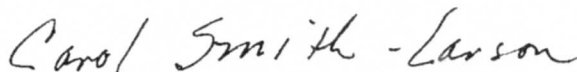
As I have other commitments today, I am unable to be at Council to testify in favor of the Central City Streetcar Project. And even though you have received correspondence from the Pearl District Neighborhood Association indicating the neighborhood's support and desire to see the Streetcar become a reality, I feel so strongly about the importance of the project that I have asked staff to distribute this letter to you.

From the beginning, I have been involved with the Streetcar project, personally and as a founding member of our neighborhood association. We helped determine the alignment and have worked with the City and others through all phases of the project.

I strongly urge you to support the Streetcar resolution and to move into final engineering. That will bring us one step closer to having streetcars serve our neighborhood. We have such an opportunity to build a classic urban community here. Where an interesting collection of people can live and work and where the streetcar will let all of us move about without having to use our cars.

Thank you for your consideration.

Sincerely,



Carol Smith-Larson  
405-A NW 9th  
Portland OR 97209

CSL/



35633

# Buckman Community Association

516 SE Morrison, Suite 217, Portland, OR 97214 503-235-7082

Andrew Eisman- Chair, Tom Baker, Larry Bissett, Ann Bowling, Don MacGillivray,  
Nancy Tannler, Michael Teahan, Len Walker

July 29, 1997

Portland City Council  
City of Portland  
1120 SW Fifth Avenue  
Portland OR 97204-1966

Dear Mayor and Members of the Portland City Council

This letter is to record our support for two items, and opposition to a third item, all on the agenda of the Portland City Council meeting for July 30, 1997.

First, we would like to extend our support for the Hawthorne Boulevard improvement project (Item #1147) except for one thing -- it doesn't go far enough. It should be extended west to Martin Luther King Boulevard.

Secondly, we want to record our complete support for the resolution (Item #1187) to provide streetcar accommodations along with the renovation and alterations to the Hawthorne Bridge.

Finally, although we fully support the renewal and redevelopment of the streetcar modality for mass transit in Portland, we must express our grave concern and dismay with the alignment and source of funds chosen for the "Central City Streetcar" (Item #1148):

(1) This project is completely without a planning context. It does not satisfy any previously determined transportation need. The need which it would allegedly satisfy does not now exist and is therefore entirely speculative since there is no origin-destination data to support it.

(2) It is functionally isolated from the rest of the transit network. It runs along 10th and 11th, parallel to the City's transit mall (on 5th and 6th) but never makes direct contact with it so that anyone needing to transfer to or from the transit mall must walk the five blocks between them.

(3) There is no provision for a future link up of this project with any future phase of the Central City Streetcar system. It is not even clear that any such link up would ever be feasible.

(4) There is no provision in the Portland Comprehensive Plan for a streetcar on this alignment.

(5) This project would be financed in part (\$21,000,000) through bonds secured by revenue from the City's parking garages. This revenue would no longer be available to provide a source of financing for other more critically needed transportation related facilities.

For nearly a decade, Portland's Central City Plan (1988) has provided basic guidance for the development of Portland's Central Business District, and the Lloyd Center and Central Eastside Districts. It calls for the development of an inner-city transit loop joining the east and west side via the Hawthorne and Steel Bridges, S.W. First Avenue and the Grand Avenue and Martin Luther King couplet:

"A transit loop will be an essential component in improving the vitality and attractiveness of Portland's central eastside. The loop will assist in creating a two-sided city embracing the river and making it the City's focus." (Policy T4.)

This inner city transit loop continues to be the centerpiece of the Central City Transportation Plan and has long been considered as the appropriate location for the initial phase of the Central City Streetcar. The Central City Transportation Management Plan (1995) explains:

"The Grand/MLK, Jr. Corridor is identified in the Comprehensive Plan as the primary north-south artery through the inner eastside. The majority of the corridor is in or adjacent to a National Historic District... The corridor is expected to accommodate bus routes, pedestrian connections, on-street parking, the Central City Streetcar and automobile and truck traffic." (Policy 2.11; emphasis added.)

The right place for the Central City Streetcar is on the inner city transit loop as first envisioned in the Central City Plan and as later adopted as part of the City's Comprehensive Plan. To divert the City's parking garage revenues to an ill-conceived, one-sided "project" would be a travesty and would undermine the credibility of the City's Comprehensive Plan as well as its planning process.

Yours truly,

*Andrew Eisman (By L.B.)*  
Andrew Eisman, BCA Chair

cc. Vicky Diede

# TESTIMONY SIGN-UP FOR

35633

#1148

10:30 TC Central City Streetcar

IF YOU WISH TO SPEAK TO THE CITY COUNCIL,  
PLEASE PRINT YOUR NAME AND ADDRESS BELOW

NAME

ADDRESS & ZIP CODE

1	<del>Lisa Reardon</del>	<del>3105 SE Main St Apt 2 SR Portland, OR 97214</del>
2	Ed McNamara	Realty Trust 333 SW 5th Ave #200 97204
3	DAN BOOKER	2041 NW 29th #4 97210-2466
4	LARRY BISSETT	516 SE. MOERSON ST., 97214
5	George Eghmey	1524 SE Poplar PDX 97214
6	Catherine Larson Portland State University	PO Box 751 Portland, OR 97207
7	Ann Sander	Schneider Investment
8	CONNIE L. HUNT	CENTRAL EASTSIDE IND. COUNCIL 127 S.E. GRAND AVE. 97214
9	ART LEWELLAN	L.O.T.I. 3205 SE 8th #9 Bld
10	Peter F Fry	2153 SW Main #104 97205
11	Steve Foster	921 SW Main St Apt 97205
12		
13		
14		
15		
16		
17		

Date: 7/30/97

Page 1 of

## **EXHIBIT A**

**CENTRAL CITY STREETCAR  
PRELIMINARY DESIGN & ENGINEERING  
PHASE I ALIGNMENT  
*Executive Summary***

***Alignment***

- Streetcars on the Phase I Alignment will operate on 10th and 11th Avenues and Lovejoy and Northrup between Portland State University and Good Samaritan Hospital (See Attch A-1)
- The Streetcar service area, assumed to be 1/4 mile at a minimum, significantly improves transit coverage (See Attch A-2)

***Streetcar Vehicles***

- Streetcars will operate in the street with mixed traffic. Therefore, they must fit in a typical traffic lane and have acceleration and deceleration characteristics suitable for mixed traffic in an urban environment (See Attch A-3)
- The ideal streetcar vehicle will be 50 - 70 feet in length and will be of a low-floor design for easy roll on/off service
- Vintage Trolleys will be able to operate on the Central City Streetcar tracks, but will not provide accessible service, therefore, their use should be as a supplement to regular service or for special events/activities

***Streetcar Stops***

- Stops will be located near major attractors and destinations and support adjacent land uses (See Attch A-1)
- Distances between stops will be relatively equal and, wherever possible, stops in both travel directions will be placed at the same cross street
- At stops, the sidewalk typically will be widened into the parking lane for a length of about forty feet to allow streetcars to stop in the right traffic lane for loading/unloading (See Attch A-3)
- Stops will be planned to minimize removal of parking and relocation of truck loading zones, as well as to avoid turning lanes, driveways and other impacts on traffic and circulation
- Stops should be compatible with stops for buses which will be relocated to 10th and 11th Avenues as a result of the South/North light rail project

- The streetcar trackway will be located in the right traffic lane
- The streetcar tracks will be embedded in a one-foot-thick by eight-foot-wide concrete slab and surrounded by polymer rubber rail-boot-isolation-system (See Attch A-4)
- Trackway will use welded rail and electrically bonded joints
- The streetcar will be designed to be compatible with the MAX system during non-revenue service with a track gauge of 1435 mm (56 5 inches), compatible voltage and a single trailing switch at SW 10th and Morrison
- Several alternatives have been developed for locations where the streetcar tracks cross the MAX tracks
- Special welding techniques will be used for 90 degree turns to minimize wheel-squeal, vibration and track wear

***Traction Electrification System***

- Electrical power to the streetcars will be provided through a single overhead trolley wire, the Overhead Contact System
- The wires will be suspended from three pairs of trolley poles in each block. Other suspension methods, such as the possibility of connecting to adjacent buildings or existing poles, will be considered at appropriate locations (See Attch A-5)

***Construction Impacts***

- Because of the shallow depth of the trackslab and the design of the trackway, construction should not require extensive subsurface utility relocations
- Extensive reconstruction of streets and sidewalks will not be required
- Only one traffic lane and one parking lane will be closed during construction and through access along the sidewalks will be maintained during construction (See Attch A-6)









***Other Considerations***

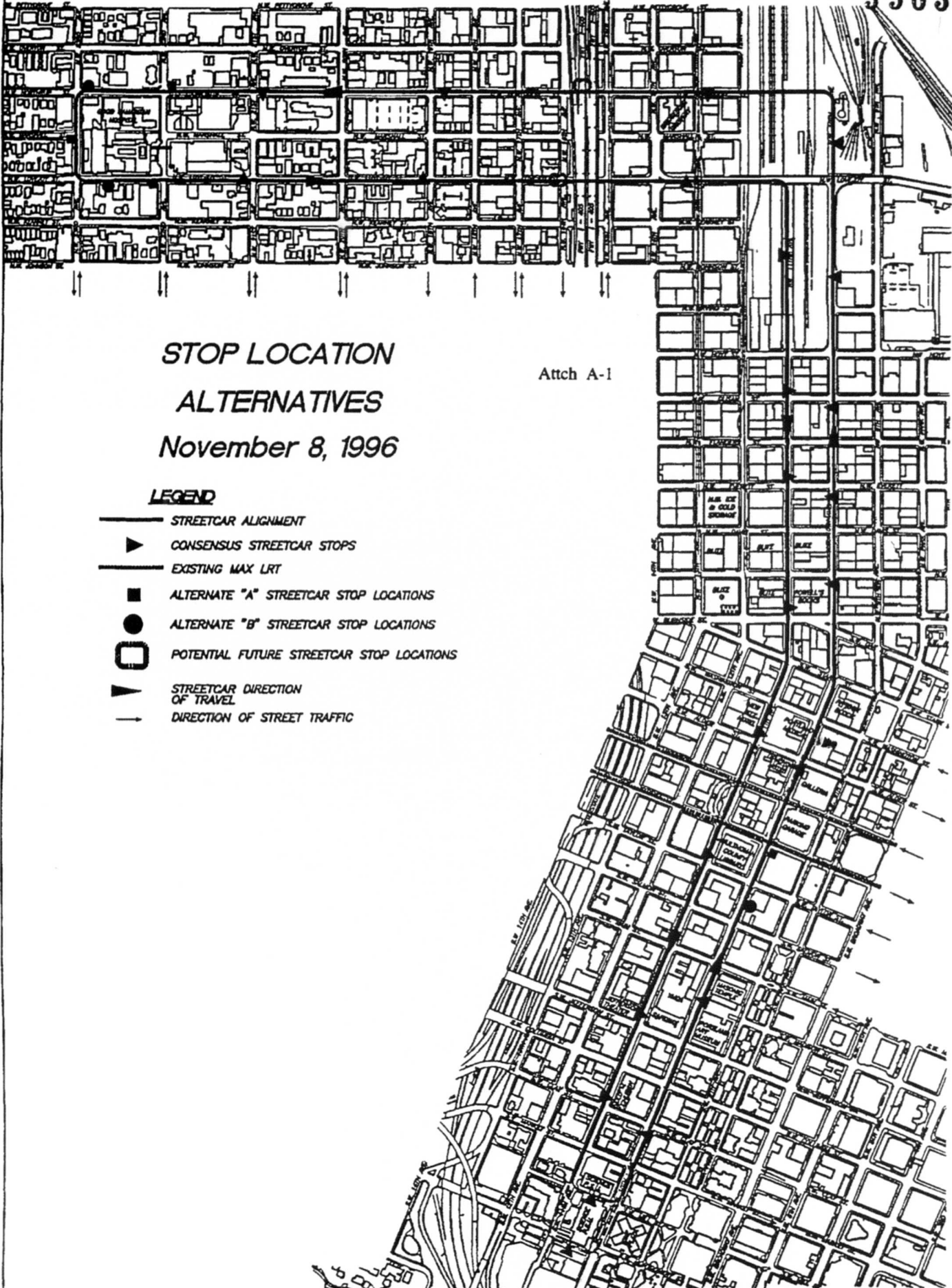
- The Phase I Alignment is designed as a minimal operable segment with extensions possible further into Northwest Portland, to eastside locations, to the Oregon Health Sciences University and to North Macadam and Johns Landing

# *STOP LOCATION ALTERNATIVES November 8, 1996*

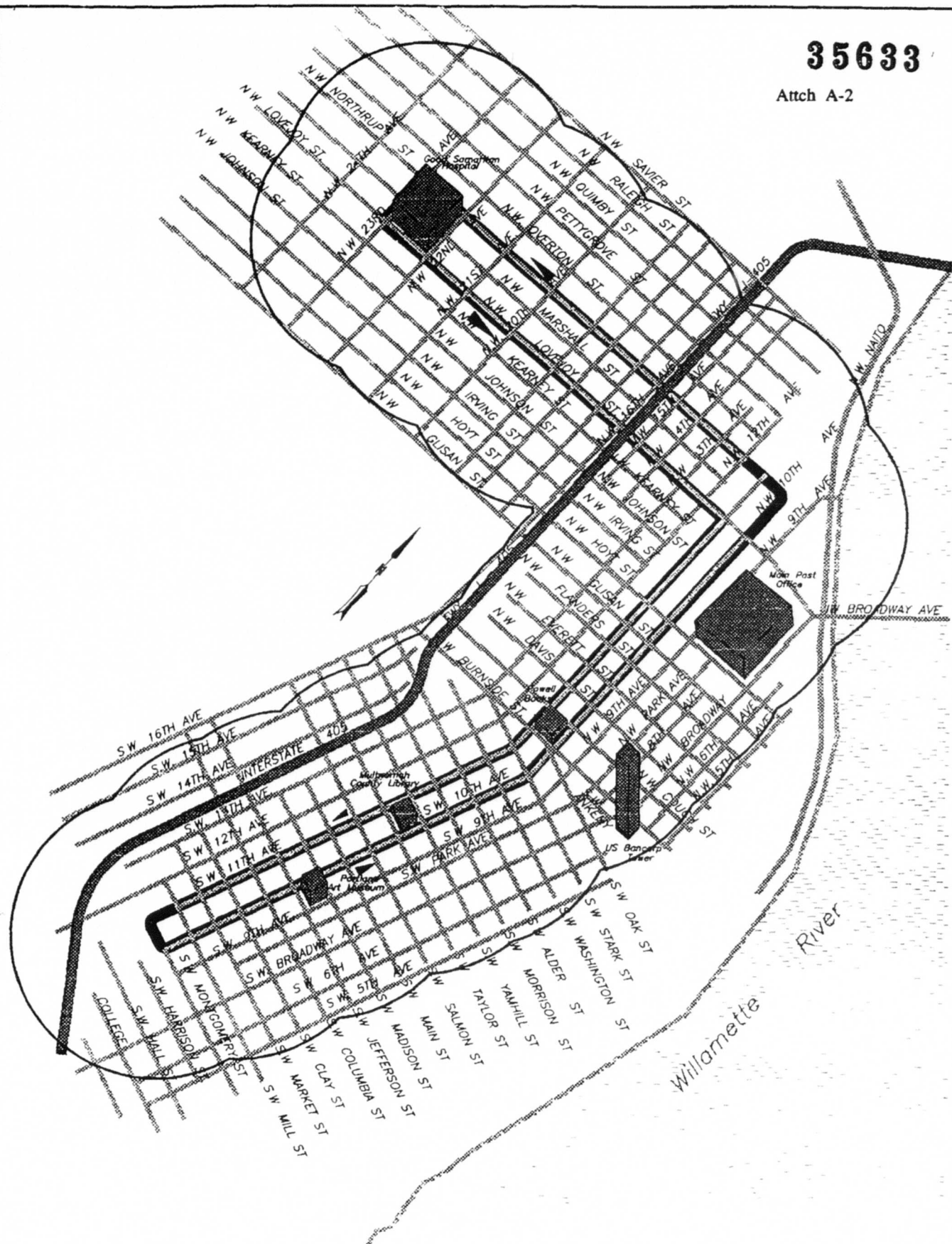
Attch A-1

## **LEGEND**

-  STREETCAR ALIGNMENT
-  CONSENSUS STREETCAR STOPS
-  EXISTING MAX LRT
-  ALTERNATE "A" STREETCAR STOP LOCATIONS
-  ALTERNATE "B" STREETCAR STOP LOCATIONS
-  POTENTIAL FUTURE STREETCAR STOP LOCATIONS
-  STREETCAR DIRECTION OF TRAVEL
-  DIRECTION OF STREET TRAFFIC



Attch A-2



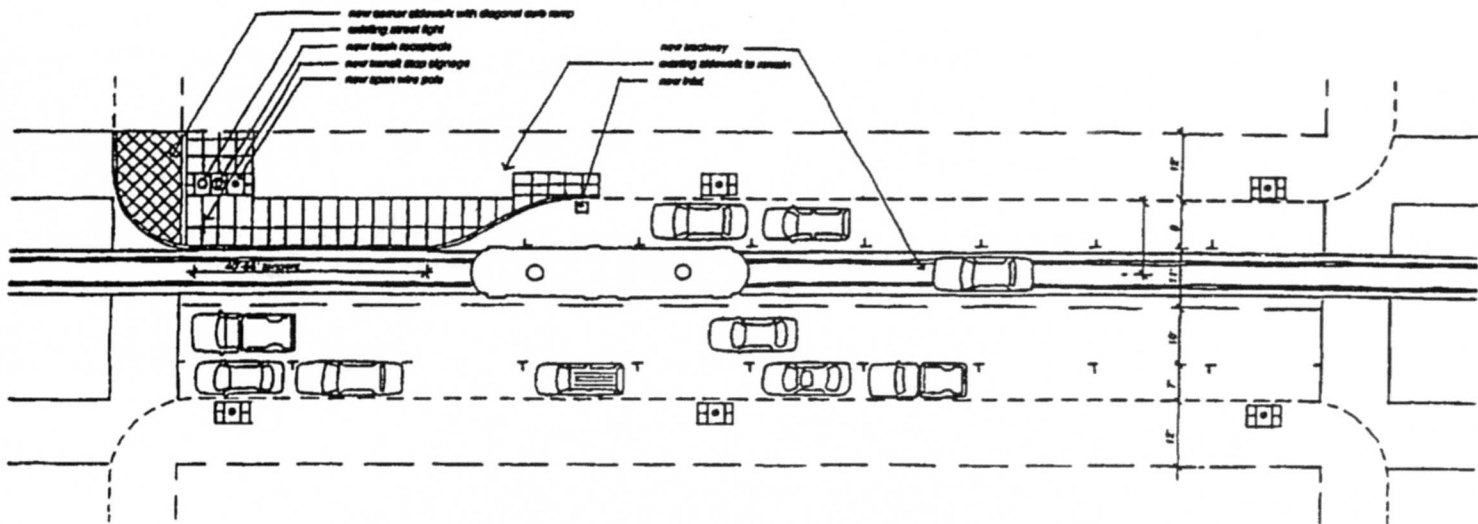
otak

17355 SW Boones Perry Rd.  
Lake Oswego Oregon 97035  
Phone (503) 635-3818  
FAX (503) 635-5396

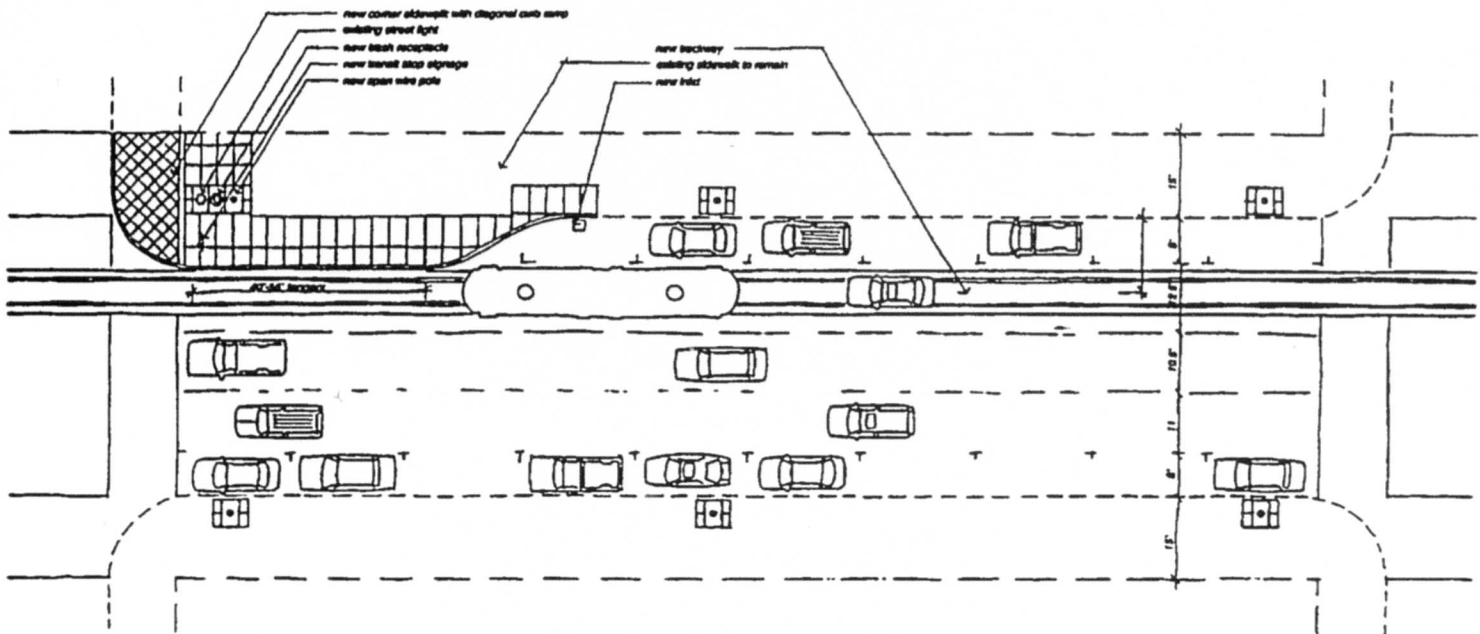
# CENTRAL CITY STREETCAR

QUARTER MILE  
WALKING RADIUS

Copyright 1997 ©



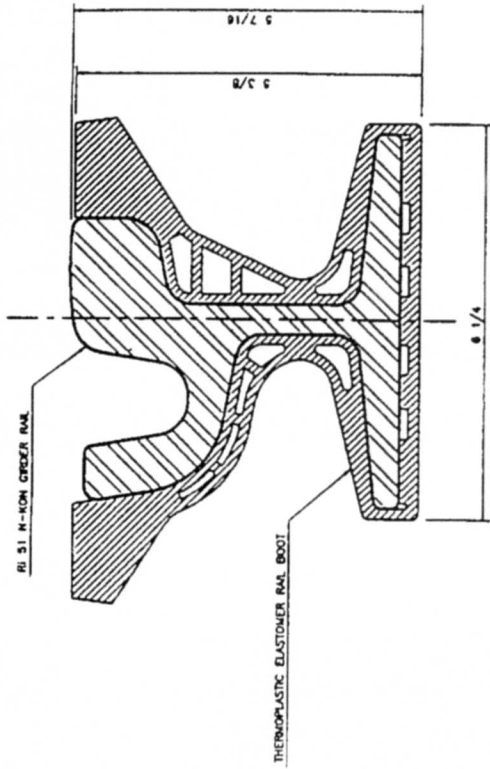
60' RIGHT-OF-WAY PLAN-BLOCK AT STOP



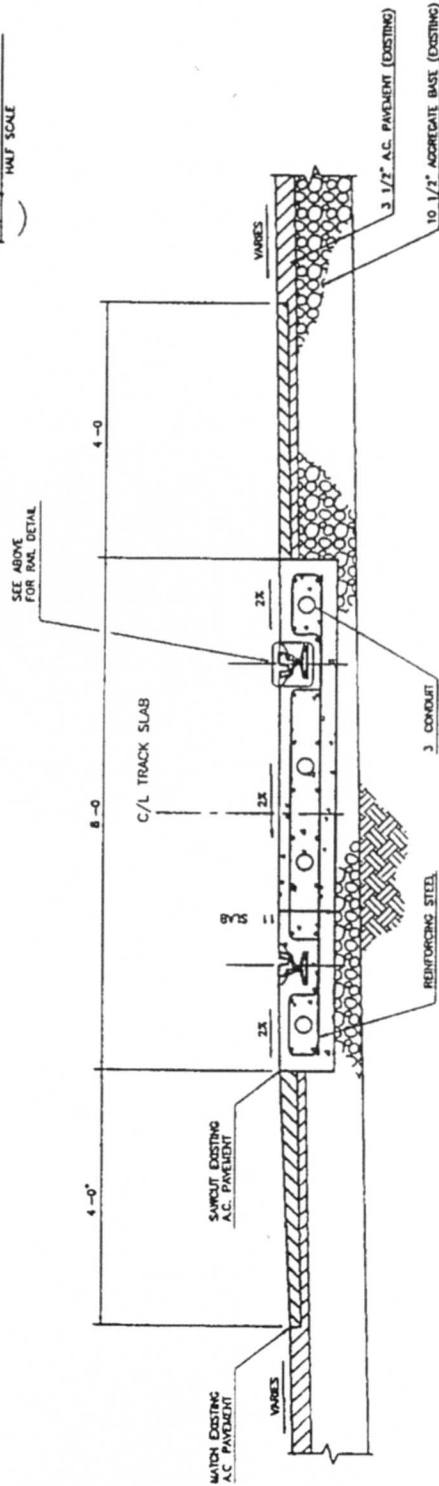
80' RIGHT-OF-WAY PLAN - BLOCK AT STOP

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Attch A-4



1 RAIL DETAIL  
HALF SCALE



2 TRACK SECTION  
SCALE 1"=2'-0"

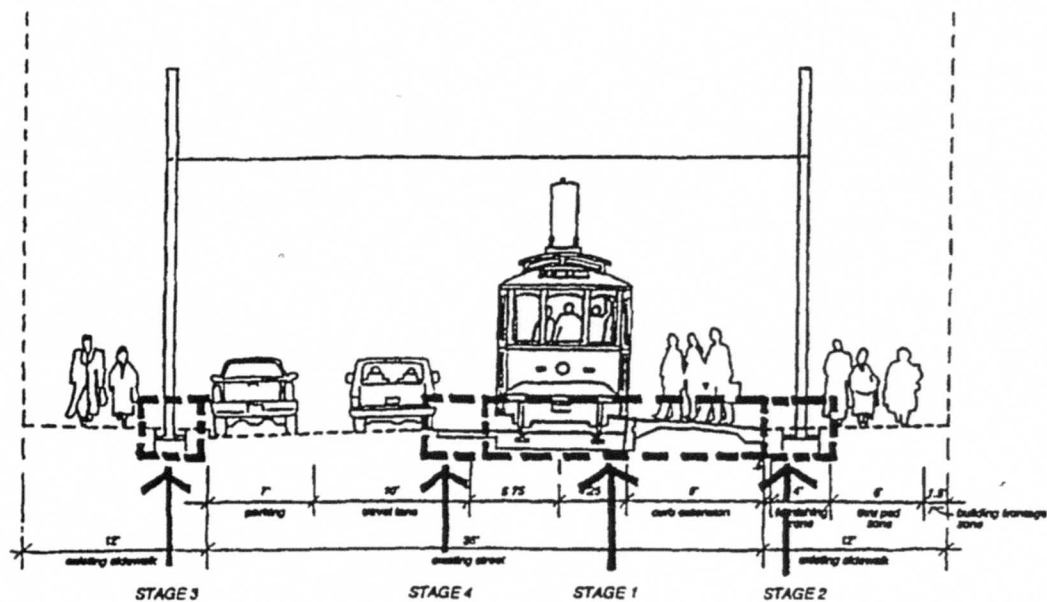
PROJECT NO. 3914 SHEET NO. 1 DATE 10/1/71 DRAWN BY [blank] CHECKED BY [blank] APPROVED BY [blank]		PROJECT NAME CENTRAL CITY STREETCAR TRACK SLAB ALTERNATIVE 1 RI 51 N-KON CROOKER RAIL	
CITY OF PORTLAND, OREGON OFFICE OF TRANSPORTATION CARL BLUMENFELDER VICTOR F. BRIDGES, P.E. CITY ENGINEER		CONSULTING ENGINEER B R W BUREAU OF RAILROADS 1000 N. W. 10th Ave. Portland, Oregon 97227	
APPROVALS: PROJECT COMPLETED BY [blank] DESIGNER BY [blank] CHECKED BY [blank] APPROVED BY [blank]		CITY OF PORTLAND, OREGON OFFICE OF TRANSPORTATION CARL BLUMENFELDER VICTOR F. BRIDGES, P.E. CITY ENGINEER	
FINAL MAP DATA [blank]		[blank]	



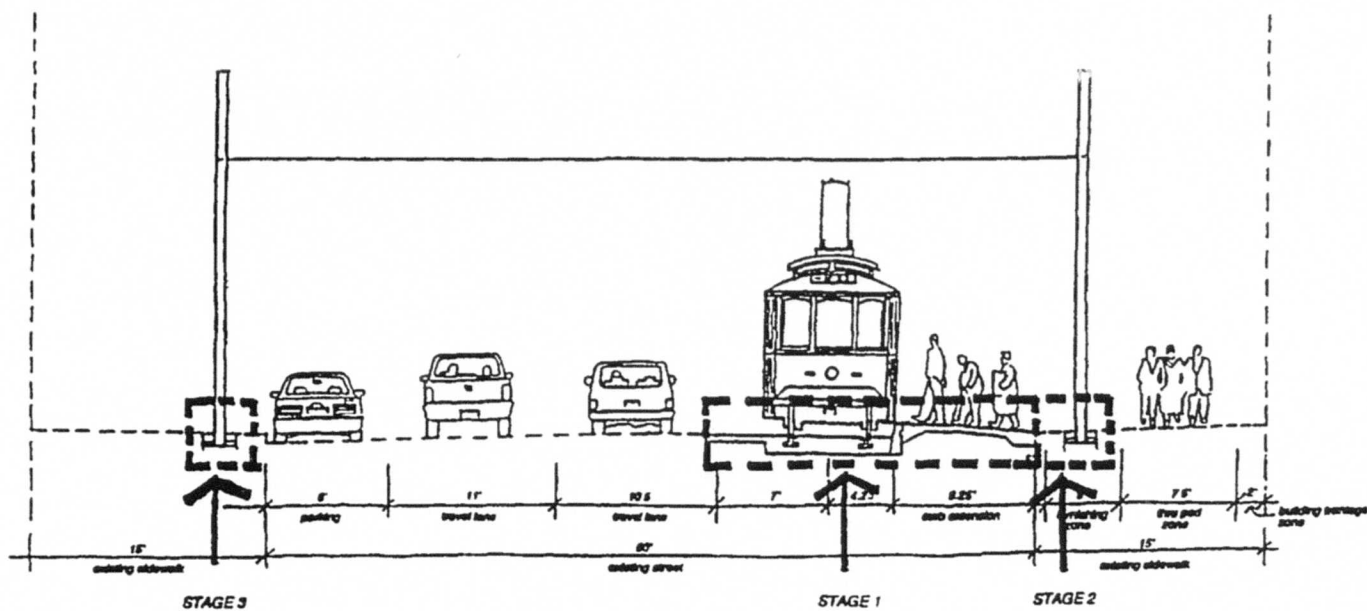
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[illegible]

Attch A-6



60' RIGHT-OF-WAY  
CONSTRUCTION IMPACTS



80' RIGHT-OF-WAY  
CONSTRUCTION IMPACTS

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## **EXHIBIT B**

**CENTRAL CITY STREETCAR  
CAPITAL BUDGET  
Revised - June, 1997**

<u>ITEM CATEGORY/DESCRIPTION</u>	<u>TOTAL COST</u>
Utilities	\$326,500
Vault and Valve Relocation	
New Manholes and Adjustment	
Roadway	\$2,900,000
Modifications Outside of Track Slab	
Striping, Signing and Meter Relocation	
New Traffic Signals and Modifications	
Rail & Electrical	\$13,742,500
Embedded Track	
Turnout Track	
Max Crossing	
Special Welding for 90 Degree Turns	
Freight Railway Crossing	
Overhead Wires and Poles	
Substations	
Streetcar Stops	
<b>Subtotal</b>	<b>\$16,969,000</b>
Traffic Control and Mobilization @ 13%	2,206,000
<b>Civil &amp; Electrical Construction Subtotal</b>	<b>\$19,175,000</b>
Estimating Contingency @ 12%	2,301,000
<b>Subtotal</b>	<b>\$21,476,000</b>
Inflation @ 7%	1,503,000
<b>Civil &amp; Electrical Contract Amount</b>	<b>\$22,979,000</b>
Construction Contingency @ 6%	1,379,000
Final Engineering & Design Mgmt @ 9%	2,051,000
Construction Management @ 8%	1,838,000
<b>Total Engineering &amp; Civil &amp; Electrical Construction</b>	<b>\$28,247,000</b>
<b>Vehicles</b>	<b>\$9,758,000</b>
<b>Carbarn Design &amp; Construction</b>	<b>\$3,995,000</b>
<b>TOTAL PROJECT</b>	<b>\$42,000,000</b>

**CENTRAL CITY STREETCAR  
PROPOSED CAPITAL FINANCE PLAN  
*June, 1997***

<u>FUNDING SOURCE</u>	<u>AMOUNT</u>
Local Improvement District	\$8,000,000
Hatfield Earmark IGA with Tri-Met reallocated as Local Funds	\$5,000,000
Parking Facility Reserves Match for Federal Funds	\$1,000,000
Parking Garage Revenue Bonds Assumes a \$0 20 increase in hourly rates for short term parking in Smart Park Garages	\$21,000,000
Unidentified Resources	\$7,000,000
<b>TOTAL</b>	<b>\$42,000,000</b>

## **EXHIBIT C**

**CENTRAL CITY STREETCAR  
PRELIMINARY OPERATIONS & MAINTENANCE PLAN  
*Executive Summary***

***Annual O&M Costs***

- Estimated annual operating hours of 22,000 hour x \$100-\$125/hr. is approximately \$2.20 million - \$2.75 million

***Major O&M Assumptions***

- Hours of operation. 6:00 - midnight Sunday through Thursday, 6:00 am - 1:00 am Friday and Saturday
- Frequency of Service 10 minute frequency for 10-12 hours and 20 minute frequency for 6-8 hours
- Running Time and Average Operating Speed: Estimated one-way running time is 16 minutes at an average of 8 miles per hour
- Ridership Estimates 4200 - 4700 rides per day
- Maintenance Concept Streetcar shop and storage tentatively located beneath I-405 between Lovejoy and Northrup. The facility to be capable of handling daily and periodic cleaning, inspection and light maintenance. It is intended to contract heavy maintenance to others.
- Estimates include employee wages and benefits, purchased power, purchased materials, outside services and a 20% contingency

***Development of the Finance Strategy***

- Portland Streetcar, Inc. will assist Transportation Engineering and the Office of Finance and Administration in developing a strategy for providing a sustainable source of funds for the operations and maintenance of the Central City Streetcar
- A final recommendation will be brought to the City Council within 8-12 months, but before any capital debt financing is incurred
- The analysis will examine fares, promotional and advertising revenues, the potential to redirect fees currently collected within the area served by the streetcar and the feasibility for capturing any incremental fees collected as a result of the development potential provided by the streetcar

35633

## **EXHIBIT D**

## CENTRAL CITY STREETCAR PUBLIC INVOLVEMENT

### *Background*

- During the time that the project was pursuing consensus on the Phase I alignment for the Central City Streetcar, the Northwest District Association, the Pearl District Neighborhood Association and the Downtown Community Association played very active and positive roles.
- The Citizens Advisory Committee for the preliminary design and engineering phase of the project held its first meeting in October, 1995 and has been meeting on a monthly basis since. They have been extraordinarily helpful and committed to providing input to the Portland Streetcar, Inc. Board and to the City, as well as disseminating information back out to their respective organizations.

### *Outreach Efforts*

- March, 1996 - public workshop focused on streetcar stop locations.
- Summer, 1996 - briefings and informational meetings with the following groups:
 

Downtown Community Assoc	AIA Urban Design Committee
Pearl District Neighborhood Assoc	Nob Hill Business Assoc
Northwest District Assoc	NW Triangle Business Assoc
Old Town/Chinatown Neighborhood Assoc	Assoc. for Portland Progress
Goose Hollow Neighborhood Assoc	Design Commission
Urban Forestry Commission	Planning Commission
Citizens for Accessible Transportation	Nob Hill Lions Club
- March, 1997 - open house to present information from preliminary design & engineering work and to solicit ideas about tasks to be addressed in final engineering
- May, 1997 - Design Commission and Planning Commission expressed continuing support and recommendations to move into final engineering

### *Outcomes*

- The response from the community has been overwhelming favorable
- The DCA and PDNA continue to support the efforts of past board and committee members.
- While the NWDA Transportation and Planning Committees formally expressed continued support for the project, the NWDA Board chose not to accept a Transportation Committee resolution to reaffirm their interest in and support of the project. The Board, however, has not taken any other action.
- Attached to this Exhibit is correspondence related to these efforts

**CENTRAL CITY STREETCAR  
CITIZENS ADVISORY COMMITTEE**

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May 19, 1997

Mayor Vera Katz  
Commissioner Jim Francesconi  
Commissioner Gretchen Kafoury  
Commissioner Charlie Hales  
Commissioner Erik Sten  
1400 S W Fifth Avenue  
Portland, OR 97201

Dear Mayor and Commissioners

I am writing to you on behalf of the Central City Streetcar Citizen Advisory Committee, a group of individuals representing neighborhoods, businesses and institutions along the proposed streetcar line. We want to thank you for your past support of the streetcar project and encourage your continued help in making this project a reality.

Like previous citizen groups advising the streetcar project, the CAC is committed to developing an inner-city fixed rail transit line that will become an integral part of the region's transportation system. The CAC believes strongly that a streetcar can play a critical role in helping the metro region achieve its goals of growth management and livability.

A streetcar offering high quality, accessible, and reliable service throughout the Central City will

- Limit the reliance on private cars for daily commutes and inter-neighborhood trips, reducing traffic congestion and air pollution,
- Alleviate parking pressures in adjacent neighborhoods by providing new transit options for residents, employees, customers and visitors,
- Promote residential development along the alignment, placing housing near jobs, further reducing the need for auto commutes, and limiting pressure on the region's urban growth boundary,
- Encourage development of affordable housing near the city's central business district, and
- Provide a safe, attractive method for all Portland residents and visitors to travel through the Central City

The CAC strongly encourages the City Council to support the Central City Streetcar Project and adopt the Resolution which asks you to

- Adopt the preliminary design and engineering of the Phase I alignment of the Central City Streetcar,
- Adopt the capital budget and finance strategy for construction of Phase I,
- Endorse the preliminary operating plan and direct the development of a finance strategy for operations and maintenance for Council approval prior to the issuance of any capital debt for construction of the project,
- Acknowledge the public involvement of the project and request continued involvement of the Citizens Advisory Committee,
- Direct Transportation Engineering & Development to enter into contract negotiations with Portland Streetcar, Inc (PSI) for final engineering and other implementing actions, including
  - PSI to facilitate and coordinate the formation of a Central City Streetcar Local Improvement District, including the preparation and filing of all necessary documents to petition the City Council,
  - PSI to assist the city in finalizing agreements which will result in a Utility Investment Fund, and
  - Transportation Engineering to work with the Office of Finance and Administration, the Bureau of General Services and others to gain consensus to implement an increase in short-term hourly garage parking rates and to issue revenue bonds backed by the increase in City-owned garages

Sincerely,

John Carroll





**PEARL DISTRICT NEIGHBORHOOD ASSOCIATION**

1325 NW FLANDERS ST PORTLAND OR 97209

TEL (503) 222-3895 FAX (503) 274-7995

E-MAIL NABEEL6148@AOL.COM

35633

Vicky L. Diede  
Central City Streetcar Project  
Office of Transportation  
City of Portland  
1120 S.W. 5th Avenue, Room 802  
Portland OR 97204

April 29, 1997

**PRESIDENT**  
NEILSON ABEEL

**VICE PRESIDENT**  
AL SOLHEIM

**TREASURER**  
JACKIE MATHYS

**SECRETARY**  
KAREN MORGAN

**BOARD OF DIRECTORS**

PENNY ADAMS

CAROLYN BUTTERS

MICHAEL CZYSZ

DANIEL DEHEN

SANDY WOLFSON

LARRY GRIMES

TOM HARVEY

CATHY HOWELL

CAROL SMITH-LARSON

WILBUR LARSON M.D.

TOM MOHR

**COMMUNICATIONS**

JACKIE MATHYS

1306 NW HOYT, STE. 308

PORTLAND, OR 97209

TEL. 294-0581, FAX. 294-0589

E-MAIL: J.MATHYS@TELEPORT.COM

Dear Vicky

The Pearl District Neighborhood Association enthusiastically voices its long-standing and continuous support for the Streetcar Project

This neighborhood of diverse uses, from industrial to residential, has long recognized that public transportation, and specifically, fixed rail, is an essential stimulant to creating the density which is appropriate to inner North West Portland. The City of Portland, the major developers of the River District, and the existing occupants of the Pearl District all await this connection to Downtown and North West. It will be an attractive tool to help citizens free themselves from inner-city automobile trips and to enhance mobility from residence to workplace and retail, insuring a lively and livable city.

The Central City Streetcar will be one more jewel in the crown of Portland's urban transportation system. We urge the Mayor and the City Council to proceed with the final engineering and preparation for construction of this first stage.

Sincerely,

  
Neilson Abeel  
President



## PLANNING &amp; TRANSPORTATION

1336 NW NORTHRUP, PORTLAND OR 97209-2808

TEL (503) 248-7071 FAX (503) 248-4645

E-MAIL CZYSZHAUS@AOL.COM

Vicky Diede  
Central City Streetcar Project  
Office of Transportation, City of Portland  
1120 SW 5th Ave., Room 802  
Portland, OR 97204

April 16, 1997

Dear Vicky:

The Pearl District Neighborhood Association (PDNA) is the recognized neighborhood association for people living and working in the Pearl District. Activity within our district encompasses not only the rehabilitation of some of the older buildings, but also the new, multi-family housing that is occurring in the Hoyt Street Yards. We are committed to supporting the City's efforts to increase density and to support good urban design as these changes occur.

An important element of providing attractive and quality access for our neighborhood is the Central City Streetcar. We have been involved with the development of the Streetcar Project since its inception, and we have consistently supported it. Alternative modes of transportation are crucial to the livability of this area, which has a projected population of 15,000 by 2015. In order to reach this density comfortably, our neighborhood residents will need transportation choices that will help lower congestion, pollution, and the cost of living in an urban area. Consequently, we urge the City to proceed with final engineering of the Central City Streetcar.

Thank you for your time and consideration

Sincerely,

Michael Czysz  
Chair  
Planning & Transportation Committee

Wednesday, April 09, 1997

35633

Vicki Diede, Project Manager  
Central City Streetcar Project  
City of Portland Transportation Engineering  
1120 Southwest 5th Avenue Room 838  
Portland, Oregon 97204

Dear Ms. Diede:

The Nob Hill Business Association is pleased to re-iterate its support for the Central City Streetcar Project Phase One and its alignment on Northrup/Lovejoy in Northwest Portland.

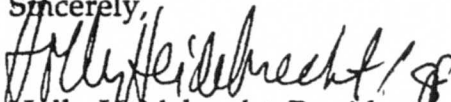
Our representative on the Citizens Advisory Committee has participated in the project's development over the past several years. The Board and membership have been briefed periodically and we have received presentations and detailed printed materials at several of our monthly meetings. Based on this history of involvement, we look forward to further participation in the Final Engineering phase of the project.

We base our support for this project on the fact that the Streetcar will provide yet another transportation option for customers, visitors, employees and residents for their trips to and from Northwest Portland. We look forward to helping determine the best ways to design the project so that construction impacts are minimized, traffic congestion (especially at 23rd & Lovejoy) is not increased, parking removal is minimized at the streetcar stop locations, the system is easy to understand, service is frequent-enough to attract customer ridership and that the fare system is integrated with Tri-Met so that bus transfers are simple. Further, this project will help link our residential and commercial neighborhood with other Central City neighborhoods and destinations, such as the Central Library, Powell's Books, the Art Museum and Portland State University, as well as providing new connections with MAX and many neighborhood and regional bus routes. We have included the Streetcar Project in our NHBA Transportation Strategy Plan as one of our many efforts which are designed to reduce parking pressures in Northwest Portland.

We will continue to support the Central City Streetcar Project into the next phase and you can be assured of our continued participation in the final design process of this project.

Our monthly meetings are available to project staff members at any time for project updates and for further discussion of issues as they emerge. Please feel free to call us to schedule presentations at any time.

Sincerely,

  
Holly Heidebrecht, President  
Nob Hill Business Association



---

**NOB HILL BUSINESS ASSOCIATION**  
NHBA • P.O. BOX 10025 • PORTLAND OR 97210

**Downtown Community Association**

**35633**

**P.O. Box 1478  
Portland, Oregon 97207  
503-228-0997**

April 2, 1997

Vicky Diede, Manager  
Central City Streetcar  
Office of Transportation, City of Portland  
1120 SW 5<sup>th</sup>, Room 838  
Portland, OR 97204

Dear Vicky

The Downtown Community Association (DCA) is the recognized neighborhood association for those people living and working Downtown Portland. As such, we involve ourselves in issues important to our members and the livability of our community.

The DCA has been supportive of this project from the early days, and we continue to support with enthusiasm the Central City Streetcar and recommend that the project be moved forward into the final engineering phase.

As always, please feel free to give me a call at 228-0997 if you've any questions or need our testimony at any public meetings or City Council sessions.

Very truly yours,



Lisa Horne  
DCA President

## TRANSPORTATION COMMITTEE

Northwest District Association • 1819 NW Everett Street #205 • Portland, Oregon 97209

Contact: Steve Fosler 241-9339 FAX: 220-0754 • 1306 NW Hoyt St #308 / Portland 97209

35633

01 NOV 93 / NWDA BOARD

The Board of the Northwest District Association has adopted the following Resolution regarding the Central City Streetcar Project:

### The NWDA

- endorses the concept of the Central City Streetcar Project as presented in the September 1992 Report
- recommends that the route options as developed by the affected neighborhoods and as specified in the Report be carried forward into the engineering phase of the project
- specifically recommends that in Northwest Portland the route design and engineering between I-405 and NW 23rd Avenue focus on three options: 1) a two-way route on Lovejoy Street, 2) a two-way route on Northrup Street, and 3) a one-way Lovejoy/Northrup Loop.

In addition, we recommend inclusion of the following considerations in all current and future work on the Central City Streetcar System:

- the Streetcar Project as proposed is the first phase of a Central City-wide system, including additional routes and service to near-eastside neighborhoods
- the Project's success depends on the continued and expanded participation of neighborhood associations, business associations, local institutions/non-profits and commercial/residential/multiple-use developers.
- it is important to ensure that the benefits of the Streetcar Project to each neighborhood on the route be commensurate with the benefits of the Streetcar Project to developers and property owners along the route.
- it is vital that the Project be planned, implemented and operated as additional transit service to Northwest Portland, not replacement transit service for existing or planned bus routes; (should the adopted streetcar route duplicate the location of an existing or proposed bus route for a significant distance, the affected bus route should be relocated or the equivalent service hours re-assigned to other bus service within NWDA )
- particular on-going concerns which the NWDA requests be highlighted throughout the next steps in this Project are the following issues: preservation of the existing "large canopy" of many 'non-standard' street trees along the proposed routes, minimizing the hazard of streetcar rails to bicycle tires, consideration of commuter bicycle lanes and routes when evaluating streetcar route options, minimizing the visual and physical impact of overhead electrical wires and supports, design of the construction process to enable relatively low negative impacts during construction, and provision for detailed consideration of urban design, urban neighborhood impacts and urban neighborhood amenities in association with the Streetcar Project.



# CORBETT • TERWILLIGER • LAIR HILL NEIGHBORHOOD ASSOCIATION 35633

Attn Vicky Diede  
City of Portland, Rm 802  
1120 SW Fifth Avenue  
Portland OR 97204

October 26, 1993

Dear Ms Diede,

The Land Use Committee of the Corbett-Terwilliger-Lair Hill Neighborhood Association (CTLH) has not met specifically to deliberate on the general routing of the Central City Streetcar expansion. However, the proposed general goal of planning to operate at least between "NW 23rd and Lovejoy" and "SW Macadam and Nebraska" still meets with the approval given by our Board in November 1992.

Neither the Land Use Committee nor the CTLH Board has reviewed the specific route and therefore continues the need to be included in the process and reserves the right to make additional response(s).

The Land Use Committee will continue to be your preferred contact (Chair is John Cach); however, opting to work directly with the Board for a matter of extreme urgency is still available (Chair is Jeff Lang).

Sincerely,

John Cach, Chair of Land Use Committee

c: Jeff Lang, Chair of CTLH Board

CTLH.jjp



**PLANNING & TRANSPORTATION COMMITTEE**

October 20, 1993

Vicky Diede  
Office of Transportation  
Suite 702  
1120 S.W. 5th Avenue  
Portland, OR 97204

Subject: **CENTRAL CITY STREETCAR**

Dear Vicky:

I have reviewed the recent publication prepared by ZGF Partnership, "COMMITMENT/PERMANENCE / CATALYST", in particular the section on the Pearl/River District alignment segment.

The designation of 10th and 11th Avenues, and Lovejoy and Northrup Streets, as routes for the track does not differ from the alignment our neighborhood endorsed last year as part of a joint declaration with the Downtown Community, Northwest District , and Corbett-Terwilliger-Lair Hill Neighborhood Associations.

Our committee, and our association, continues to endorse the Streetcar as a serious and essential component of a balanced transportation system, and as vital to new infill development in the central westside neighborhoods. We look to the Streetcar to catalyze new housing, and supporting commerce, along its route in the densities which will be needed to accomodate a fifth of Portland's expected growth over the next two decades.

Regards,

A handwritten signature in dark ink, appearing to read "Michael McLafferty". The signature is fluid and cursive, with a large, stylized 'M' and 'L'.

Michael McLafferty  
Chair

**DOWNTOWN COMMUNITY ASSOCIATION**

P.O. Box 8435  
Portland, Oregon 97207  
(503) 224-7916

RECEIVED 35633  
b 1  
Transportation  
OCT 14 1993

Vicki Diede  
Office of Transportation  
1120 SW Fifth Avenue #802  
Portland, Oregon 97204


RE: Central City Streetcar Alignment

Dear Vicki:

As you are aware, the Downtown Community Association is Portland's recognized neighborhood for the downtown area from I-405 to Willamette River to West Burnside Street.

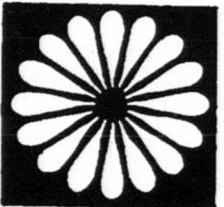
At the regularly scheduled Board Meeting on September 20, 1993, the DCA Board of Directors unanimously approved the downtown portion of the Central City Streetcar alignment as represented in the publication "Central City Streetcar."

Sincerely,

A handwritten signature in cursive script that reads "Peter F Fry".

Peter Finley Fry, chair  
DCA Land Use Committee

**NORTHWEST  
DISTRICT ASSOCIATION**  
1819 N.W. EVERETT STREET #205  
PORTLAND, OREGON 97209  
(503) 223-3331



**NWDA**

DATE:

27 April 92

TO:

✓ **Vicky Diede, Project Coordinator**  
*City of Portland / Transportation Engineering*  
1120 S.W. Fifth Ave #802, Portland 97204  
**Loretta Young, Transportation Liaison**  
*Commissioner Blumenauer's Office*  
1220 S.W. Fifth Ave, Portland 97204  
**John Carroll, Chair / Central City Trolley Project**  
*Citizen Advisory Committee*  
*Prendergast & Associates / 121 S.W. Morrison St, Portland 97204*  
**Roger Shiels, Shiels & Obletz**  
*Project Consultants*  
115 N.W. First Ave, Portland 97209

**RECEIVED**  
Bureau of  
Transportation Engineering

MAY 06 1992

35633

FROM:

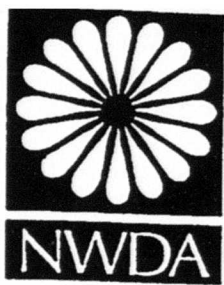
**Heath Silberfeld**  
*Acting-President of Northwest District Association*  
1819 N.W. Everett St #205, Portland 97209  
**Steve Fosler**  
*NWDA Transportation Committee*  
1306 N.W. Hoyt St #308, Portland 97209

RE:

- **Adopted Resolution on the Central City Streetcar Project**
- **Northwest District Segment Alignment**

***The Board of Directors of the Northwest District Association, upon the recommendation of the NWDA Transportation Committee and in cooperation with the other impacted neighborhoods, has adopted the enclosed Joint Resolution on the Central City Streetcar Project.***

***In addition, the NWDA has adopted the enclosed Recommended Northwest District Segment Alignment, which specifies Lovejoy Street for the streetcar route west of I-405. This alignment recommendation is described in an attachment to the Resolution and is shown on the map which follows the Resolution..***



Date: 27 April 92

[Attachment to Joint Resolution on the Central City Streetcar Project]

**The Recommended Northwest District Segment Alignment:**

**35633**

Adopted by the Northwest District Association (NWDA)

*Based on long-standing Northwest District Transportation Plan and extensive involvement by the NWDA in neighborhood transit and transportation development, the only streets appropriate for east-west streetcar routing are Everett, Glisan and Lovejoy.*

*NWDA supports the Lovejoy alignment because it provides urban transit service along a cross-town route serving the center of the neighborhood, and connecting at the mid-points of our existing north-south bus transit service corridors on 21st and 23rd Avenues.*

*On Lovejoy Street, both the westbound and eastbound tracks should be located in the lanes of traffic as far west as NW 23rd Ave, with a dead-end switch-over (no turnaround) at a terminal station in the street right-of-way somewhere near 23rd Avenue on Lovejoy.*

*NWDA requests that the Johnson Street 'stub' be removed from all Central City Streetcar Project maps, and that the Johnson Street alignment west of I-405 be given no further consideration.*

*In order to be a successful transit provider, the Central City Streetcar System must have strong connections with Tri-Met bus routes both in downtown at the South Transit Mall Extension as well as in Northwest Portland at 21st and 23rd Avenues.*

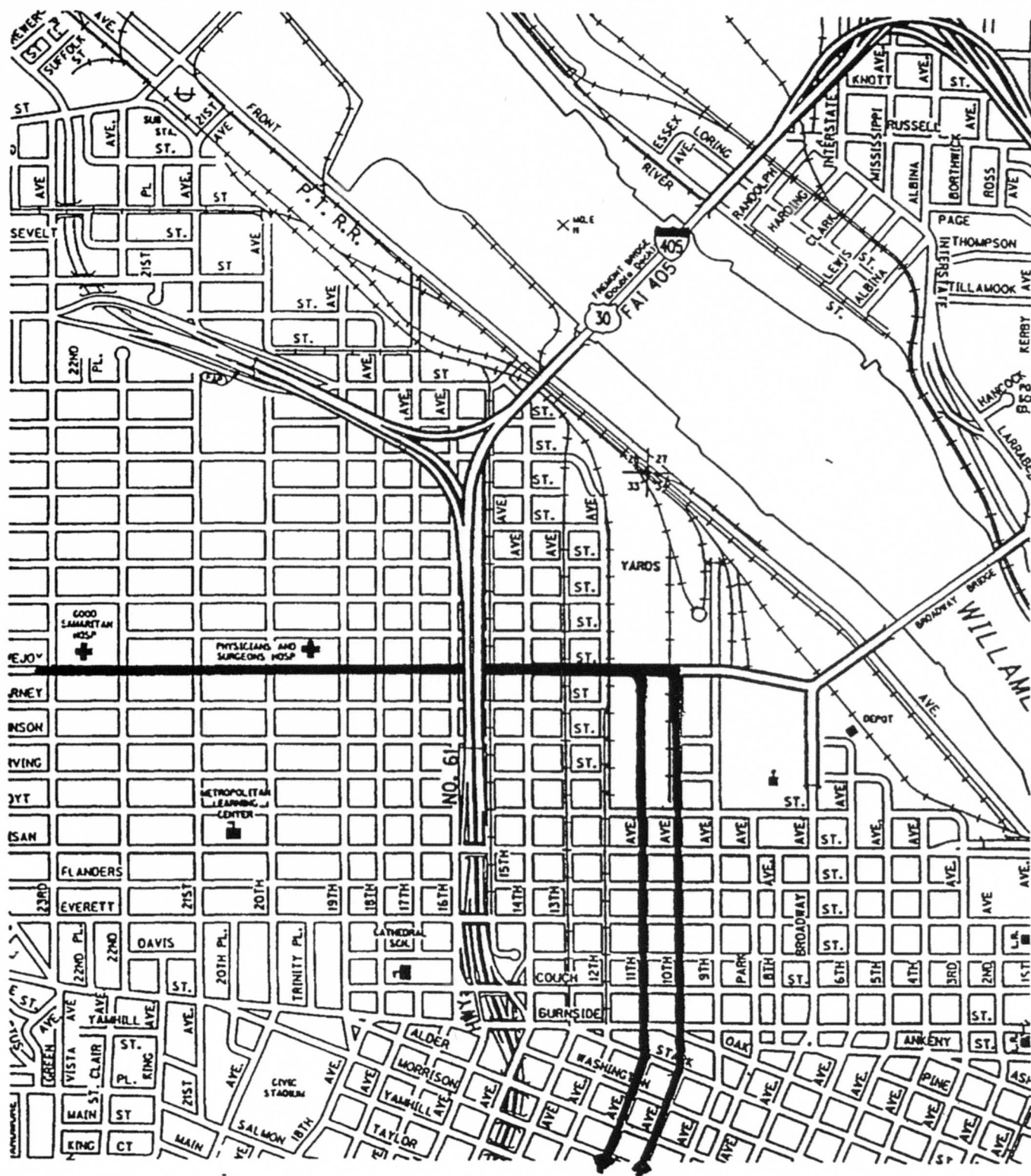
*NWDA recommends that the Streetcar System not include 21st or 23rd Ave alignments at this time, due to the current and future need for high frequency and high capacity bus service on these streets, the duplication of existing transit service on these streets, the public opposition to the major street reconstruction that would be required for rail installation, and the high additional cost to the Central City Streetcar System.*

*In conjunction with this and other projects, the NWDA will recommend that Tri-Met complete a study for the implementation of an electric bus system for the main bus routes in Northwest Portland, and should also plan to provide more frequent bus service on 21st and 23rd in order to provide a strong connection between Tri-Met bus routes and the Central City Streetcar System on Lovejoy Street.*

*The following map indicates the route recommended for the Central City Streetcar System in Northwest Portland.*

Attachment to Joint Resolution on  
CENTRAL CITY STREETCAR PROJECT

35633



*Recommended Alignment  
Northwest District Association /  
Pearl District Neighborhood Association*

DOWNTOWN COMMUNITY ASSOCIATION

P.O. Box 8435  
Portland, Oregon 97207  
Telephone: (503) 223-3331

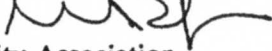
## DATE:

20 April 92

## TO:

Vicky Diede, Project Coordinator  
City of Portland/Transportation Engineering  
1120 S.W. Fifth Ave #802, Portland 97204  
Loretta Young, Transportation Liaison  
Commissioner Blumenauer's Office  
1220 S.W. Fifth Ave, Portland 97204  
John Carroll, Chair/Central City Trolley Project  
Citizen Advisory Committee  
Prendergast & Associates/121 S.W. Morrison St, Portland 97204  
Roger Shield, Shields & Obletz  
Project Consultants  
115 N.W. First Ave, Portland 97209

## FROM:

Vern Rifer, President   
Downtown Community Association  
2525 S.W. First Ave #201, Portland 97201

## RE:

- Adopted Resolution of the Central City Streetcar Project
- Downtown Segment Alignment

The Board of Directors of the Downtown Community Association, upon the recommendation of its' Planning and Zoning Committee, and in cooperation with the other impacted neighborhoods, has adopted the enclosed **Joint Resolution on the Central City Streetcar Project**.

In addition, the DCA has adopted the enclosed **Recommended Downtown Segment Alignment**, which specifies the S.W. 10th and 11th couplet south of W. Burnside Street and S.W. Harrison Street between S.W. 10th/11th and Riverplace.

TO: **Vicky Diede, Project Coordinator / City of Portland /Transportation Engineering**  
1120 S.W. Fifth Ave #802, Portland 97204  
**Loretta Young, Transportation Liaison / Commissioner Blumenauer's Office**  
1220 S.W. Fifth Ave, Portland 97204  
**John Carroll, Chair / Central City Trolley Project CAC**  
**Prendergast & Associates / 121 S.W. Morrison St, Portland 97204**  
**Roger Shiels, Shiels & Oblatz / Project Consultant**  
115 N.W. First Ave, Portland 97209

## **JOINT RESOLUTION ON THE CENTRAL CITY STREETCAR PROJECT**

### **Adopted by the Three Affected Neighborhood Associations:**

#### **Downtown Community Association (DCA)**

(Contact: Vern Rifer, 2525 SW 1st Ave, Portland 97201)

#### **Pearl District Neighborhood Association**

(Contact: Michael McLafferty, 819 NW Glisan St, Portland 97209)

#### **Northwest District Association (NWDA)**

(Contact: Steve Fosler, 1306 NW Hoyt St, Portland 97209)

- *The three impacted neighborhood associations are willing to offer strong support for the **Central City Streetcar Project** if the following items become essential components of the Project:*

### **I. Key Issues :**

- > *the name of the project should be changed to the '**Central City Streetcar Project**' in order to accurately describe the type of transit service which should be provided and to avoid the on-going confusion with the Vintage Trolley Project;*
- > *the purpose of the Central City Streetcar System should be to provide frequent urban transit service (not novelty service) to under-served portions of the Central City*
- > *the Central City Streetcar System should be a strong transit component of the Central City transit network*
- > *the Central City Streetcar System should have a strong working connection with transit mall buses with a major transfer point between buses and streetcars near PSU on the South Extension of the transit mall;*
- > *the streetcar vehicles should be 'modern' fully-accessible bus-size vehicles, not vintage trolleys or MAX vehicles*
- > *the streetcar route through the three neighborhoods should be revised to be consistent with the needs and concerns of each of the impacted neighborhoods*

### **II. Transit Service**

A. *The streetcar system must provide major urban transit service, not simply historic tourist-oriented service;*

B. *The route should provide frequent transit service to areas of the Central City which are under-served by transit and the adopted route should be consistent with the actual transit needs of each neighborhood;*

C. The system should be designed and its operation financed so that the Streetcar System provides a minimum 10 minute frequency of service all day on all segments of the system, including early evenings and weekends;

D. The vehicle used on the System should be 'European-type' wheelchair-accessible streetcars carrying 50 to 75 people (similar to standard bus capacity), not vintage trolley cars or MAX vehicles;

E. In conjunction with the Central City Streetcar Project, the South Extension of the 5th and 6th Ave Transit Malls should be constructed; this is important because adequate connections between bus lines and the Central City Streetcar System are vital to the success of the System as a transit service provider;

G. Fares should be interchangeable with Tri-Met fares, including passes and transfers; while providing free rides within fareless square may not apply to the streetcar system, transit promotional programs such as Tri-Met's 'Free Ride Home' should apply in order to encourage ridership and to provide alternatives to the use of cars for downtown mobility;

H. Future consideration should be given to new transit technology that may be applicable to both the streetcar system as well as other transit service in the Central City; options include electric buses, alternative fuels, and alternative power sources for streetcars and buses.

### **III. On-Street System Design**

A. Streetcar stations should be placed at near-side intersections and designed to be similar to the NW21st&23rd Project design for bus stops; curb extensions would be built the same length as the streetcars and would replace only two parking spaces ;

B. Transit shelters and amenities should be provided at all inbound and outbound stations;

C. On each one-way street of the route (generally 10th and 11th Avenues), tracks should be constructed in one lane of traffic with parking allowed between tracks and the sidewalk, except at station intersections;

D. Streetcars would be specified to be lighter weight than MAX vehicles, in order to allow track bed construction in one lane width of each street, rather than massive street reconstruction along route;

E. Amenities should be installed at each station, including phones, benches, shelters, bike racks, newspaper stanchions, and streetcar maps and transit schedules.

### **III. Alignment Recommendations:**

The track alignment for the Central City Streetcar route is of particular importance to each of the three neighborhood associations. The overall system route options are coordinated to match at each segment boundary line as described below. However, each association's adopted alignment within its boundaries is described separately in the cover letters and maps prepared by each association

#### **A. Downtown Segment Alignment**

Downtown Community Association (DCA):

Including the route segment between Riverplace and Burnside Street

#### **B. Pearl District Segment Alignment**

Pearl District Neighborhood Association:

Including the route segment between Burnside Street and I-405 Freeway

#### **C. Northwest District Segment Alignment**

Northwest District Association (NWDA):

Including the route Segment west of I-405 Freeway

**DOWNTOWN COMMUNITY ASSOCIATION**

*P.O. Box 8435  
Portland, Oregon 97207  
Telephone: (503) 223-3331*

Date: 20 April 92

[Attachment to Joint Resolution on the Central City Streetcar Project]

**The Recommended Downtown Segment Alignment:**

Adopted by the Downtown Community Association (DCA)

The DCA Recommends that the streetcar system conveniently serve as many downtown residents as possible on a route that does not duplicate existing service. It should connect, with through service, the major destinations surrounding downtown: N.W. Portland (21st and 23rd), future railyard development area, library (10th Avenue area), Portland State University, South Auditorium area, Riverplace and Johns Landing.

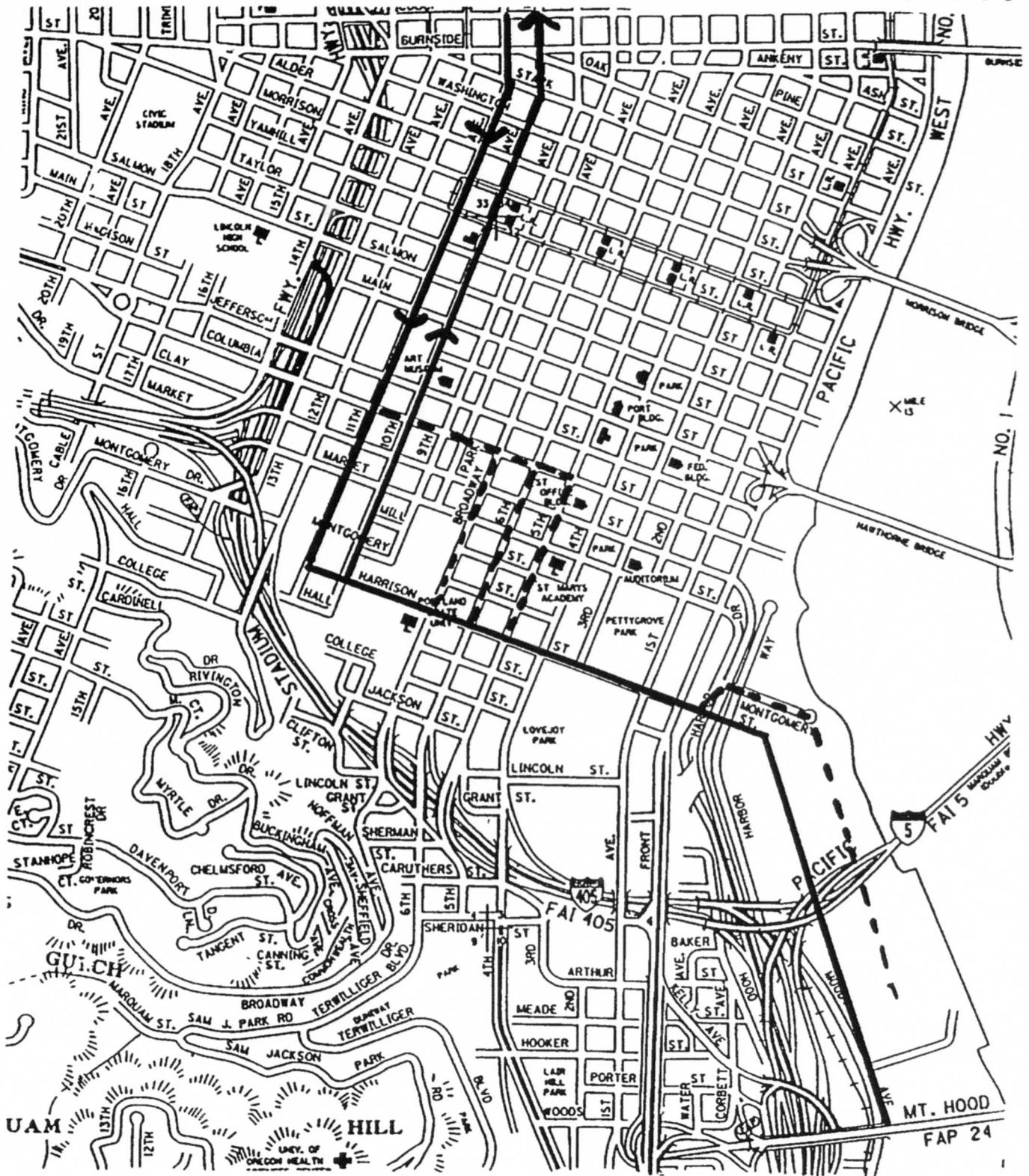
To meet the above objectives we strongly support S.W. 10th and 11th as the north-south couplet south of Burnside. This is removed from the transit mall but proximate to downtown housing, workplaces and retail. DCA strongly opposes intrusion of a major transit corridor into the South Park Blocks. The Park Blocks are not suitable for such an activity and can best serve the City as a major cultural and residential area.

To best serve PSU and the South Auditorium Area the streetcar needs to travel further south than the proposed S.W. Columbia Street Alignment. DCA recommends a S.W. Harrison Street alignment from S.W. 10th/11th to Riverplace. This moves the streetcar through the heart of the PSU campus thus providing excellent connections for PSU students and the community. It goes through the middle of the Portland Center complex and is adjacent to other highrise housing to the south of Harrison. The Harrison route would put the streetcar into Riverplace just south of the Athletic Club. We recognize serious engineering problems on Harrison at Harbor Drive, between 1st and 2nd and at Broadway but believe all of these can be resolved if Harrison is the preferred routing. There are alternatives for portions of that route if the engineering problems cannot be solved

The following map indicates the route recommendation for the Central City Streetcar System in downtown Portland.

# Attachment to Joint Resolution on CENTRAL CITY STREETCAR PROJECT

35633



*Recommended Alignment  
Downtown Community Association Segment*

**SUBSTITUTE**  
**35633**

**RESOLUTION No.**

Accept the Central City Streetcar Preliminary Design and Engineering of the Phase I Alignment, adopt the Central City Streetcar Budget and the Capital Finance Plan, endorse the preliminary Operating Plan, acknowledge the contribution of the Citizens Advisory Committee and direct the Bureau of Transportation Engineering & Development to initiate Final Engineering (Resolution)

WHEREAS, Resolution No 35231 dated January 12, 1994, adopted the Central City Streetcar Alignment and directed the Bureau of Transportation Engineering & Development to initiate design and engineering of a segment of the alignment, and

WHEREAS, Resolution No 35350, as amended, dated December 21, 1994 adopted the River District Housing Implementation Strategy and the River District Strategic Investment Plan, and

WHEREAS, the Central City Streetcar is a key infrastructure project identified in the River District Strategic Investment Plan to facilitate and encourage medium and high density housing which is affordable to all income levels, and

WHEREAS, Resolution No 35537 dated July 31, 1996, adopted the Central City 2000 Strategy for achieving the Central City housing and job growth needed to implement city and regional growth management policies, and

WHEREAS, the Central City 2000 Strategy recommends the implementation of the Central City Streetcar Project to support the expected River District housing of 5,000 new units, which represents 33% of the City's Central City housing growth goals, and

WHEREAS, the Central City 2000 Strategy also recognizes the importance of the Central City Streetcar to the achieving the housing goals for the University District which is expected to accommodate 1,500 new housing units, which represents 10% of the Central City goals, and

WHEREAS, the Central City Streetcar will provide an essential link between jobs and housing, as well as to retail, entertainment, arts and educational centers and will help reduce the reliance on the automobile by providing an attractive, quiet, clean transit option, and

WHEREAS, Resolution No 35359 dated January 18, 1995, endorsed the Request for Proposals (RFP) for the Central City Streetcar Project and directed the Bureau of Transportation Engineering and Development to advertise the RFP, and

WHEREAS, Resolution No 35394 dated May 17, 1995, adopted the recommendation of the Bureau of Transportation Engineering and Development to accept the Central City Streetcar Proposal received from Portland Streetcar, Inc , and

WHEREAS, Ordinance No 169096 dated July 19, 1995, authorized Agreement No 30057 dated July 31, 1995, with Portland Streetcar, Inc , for professional services related to the Central City Streetcar Project, and

WHEREAS, Portland Streetcar, Inc , has subcontracted with various firms, recognized both locally and nationally, to provide the technical work related to preliminary design and engineering of the Central City Streetcar, and

WHEREAS, the Central City Streetcar Advisory Committee has been meeting monthly since October, 1995, has sponsored two public workshops, has provided significant and important input to the project team and has provided liaison with neighborhoods, businesses, institutions and the community-at-large, and

WHEREAS, Portland Streetcar, Inc , and its subconsultants have completed the technical work, which has been reviewed by the affected neighborhood associations, business interests, institutions, the AIA Urban Design Committee, the Portland Design Commission and the Portland Planning Commission, and

WHEREAS, the Federal FY97 Transportation Appropriations Bill designated \$5 0 million of \$5309 discretionary funds for Portland's Central City Streetcar Project and the City's FY97-98 Budget provides \$1 0 million from the Parking Facilities Reserve as a local match, and

WHEREAS, \$2 million of these Federal funds will provide for final engineering

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Portland, a municipal corporation of the State of Oregon, that the Council accepts the Preliminary Design and Engineering for the Phase I Alignment, as set forth in Exhibit A attached to the original of this Resolution, and by reference made a part hereof, and

BE IT FURTHER RESOLVED the Council adopts the revised Central City Streetcar Budget and Capital Finance Plan, as set forth in Exhibit B attached to the original of this Resolution, and by reference made a part hereof, and

BE IT FURTHER RESOLVED that the Council endorses the Preliminary Operating Plan, as set forth in Exhibit C attached to the original of this Resolution, and by reference made a part hereof, and

BE IT FURTHER RESOLVED, that the Council acknowledges the public involvement component of the project, summarized in Exhibit D attached to the original of this Resolution, and by reference made a part hereof, acknowledges the contribution of the Citizens Advisory Committee and requests their continued involvement in the project, and

BE IT FINALLY RESOLVED, that the Council directs BTED to bring back for Council consideration within thirty days a contract with Portland Streetcar, Inc for final engineering, including

- 1 Portland Streetcar, Inc (PSI) is requested to facilitate and coordinate the formation of a Central City Streetcar Local Improvement District (LID), including the preparation and filing of all necessary documents to petition the City Council
- 2 The Bureau of Transportation Engineering and Development (BTED) and the City Auditor's Office are directed to assist PSI in its efforts to form an LID
- 3 PSI is requested to assist BTED in developing a final Capital Construction Finance Strategy and a Finance Strategy for Operations & Maintenance for Council approval prior to completion of final engineering and prior to the issuance of any capital debt for construction of the project
- 4 BTED is directed to work with the Office of Finance and Administration (OFA), the Bureau of General Services (BGS) and others to implement an increase in short-term hourly parking rates in the City's Smart Park Garages and to use that increase to finance revenue bonds

Adopted by the Council, JUL 30 1997

Commissioner Charlie Hales  
Vicky Diede  
July 24, 1997

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BARBARA CLARK

AUDITOR OF THE CITY OF PORTLAND

BY

*Britta Olson*

DEPUTY

S- 1148

Agenda No

SUBSTITUTE

RESOLUTION NO

35633

Title

Accept Central City Streetcar Preliminary Design and Engineering of Phase I Alignment, adopt Central City Streetcar Budget and Capital Finance Plan, endorse preliminary Operating Plan, acknowledge contribution of Citizens Advisory Committee and direct Bureau of Transportation Engineering & Development to initiate Final Engineering  
(Resolution)

INTRODUCED BY	Filed <b>JUL 28 1997</b>
Commissioner Charlie Hales	Barbara Clark Auditor of the City of Portland
NOTED BY COMMISSIONER	
Affairs	
Finance and Administration	By <u>Ray Kershner</u> Deputy
Safety <u>Charlie Hales</u>	For Meeting of _____
Utilities	
Works	ACTION TAKEN
BUREAU APPROVAL	
Bureau Transportation Engineering & Development	
Prepared by <u>rd</u> Date Vicky Diede July 28, 1997	
Budget Impact Review <u>524</u>	
<input checked="" type="checkbox"/> Completed <input type="checkbox"/> Not Required	
Bureau Head <u>VR</u> Victor F Rhodes, P E	

AGENDA		FOUR-FIFTHS AGENDA	COMMISSIONERS VOTED AS FOLLOWS		
				YEAS	NAYS
Consent	Regular X	Francesconi	Francesconi	✓	
NOTED BY		Hales	Hales	✓	
City Attorney		Kafoury	Kafoury	✓	
City Auditor		Sten	Sten	✓	
City Engineer Victor F Rhodes <u>VR</u>		Katz	Katz	✓	
Approved By					