

LYNNWOOD LINK EXTENSION

DRAFT ENVIRONMENTAL IMPACT STATEMENT

Public Comment Summary Report



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1 INTRODUCTION

The Central Puget Sound Regional Transit Authority (Sound Transit) is proposing to expand the regional light rail system north from Seattle to Lynnwood, Washington. The proposed Lynnwood Link Extension would be within the cities of Seattle and Shoreline in King County and in Mountlake Terrace and Lynnwood in Snohomish County.

Sound Transit and the Federal Transit Administration (FTA) released the Draft Environmental Impact Statement (EIS) for the Lynnwood Link Extension on July 26, 2013, starting a 60-day public comment period that ended on September 23, 2013. The project held a series of four public open houses/public hearings: Mountlake Terrace (August 14), Northgate (August 20), Lynnwood (August 21), and Shoreline (August 22).

This report summarizes the agency, tribe, and public comments Sound Transit and FTA received during the comment period. It also describes the ways that Sound Transit and FTA advertised the Draft EIS release and publicized the open houses/hearings and other events. The Final EIS for the project will include the public comments, along with the responses from Sound Transit and FTA.

During the comment period, public comments could be made in person or online. The Draft EIS open houses/public hearings were designed for the public to learn more about the project, and included several stations where attendees could provide formal and informal comments. The public hearing portion of the meeting allowed participants to testify before a Sound Transit Board member, project staff, and a court reporter, with an audience of other interested members of the public. Formal comment could also be submitted in written form using forms at the meetings, by email, by mail, or directly to Sound Transit's offices. All of the ways to provide formal comment were advertised.

2 COMMENT SUMMARY

At the end of the comment period, Sound Transit had received 640 sets of comments from the public, agencies, tribes, businesses, and organizations. The numbers in this report reflect the total number of comments received, although some parties submitted comments multiple times. The comments include statements made at the public hearings, as transcribed by a court reporter, as well as comments that were made in writing. Some of the written comments came in the form of petitions, including one that had been posted online and allowed more than 1,800 people to endorse, including people from outside the project area.

The two most common topics were about impacts to the Seattle Latvian Evangelical Lutheran Church and Community Center in Seattle in Segment A, and to Scriber Creek Park in Segment C.

Most of the other comments focused on a preference for one or more of the alternatives or a station, but many commenters also specify environmental issues, notably Acquisition and Displacement; Ecosystem Resources; Transportation; Noise; Visual and Aesthetic Resources; Social, Community, and Neighborhoods, and Parks and Recreation.

Table 1 shows the number of comments Sound Transit and FTA received by commenter type during the comment period that ended on September 27, 2013 (a few comments came in after that date, and Sound Transit has included them in the total).

Table 1. Estimated Comment Documents Received by Commenter Type

Commenter Type	Number
Businesses	7
Organizations or Groups	46
Federal Agency	5
Individual	562
Local Agency	15
State or Regional Agency	4
Tribe	1

Table 2 shows a tally of comments supporting or opposing a specific alternative or station alternative.

Table 2. Estimated Number of Comments Supporting/Opposing Specific Alternatives or Stations

	Support	Oppose
Overall Project Support	60	2
Alternatives		
A1	18	--
A3	7	1
A5	10	2
A7	6	3
A10	10	2
A11	8	3
B1	4	--
B2	6	--
B2A	14	--
B4	1	3
C1	58	21 (but over 1800 signatures ^a)
C2	3	19 ^a
C3	73 ^b	4
Stations		
130th Street Station	35	3
145th Street Station	25	12
155th Street Station	25	7
185th Street Station	6	3
185th Street Station Option 1	15	0
185th Street Station Option 2	2	0
185th Street Station Option 3	1	0
Mountlake Terrace Transit Center Station	2	0
Mountlake Terrace Freeway Station	0	0
220th Street Station	14	2
Lynnwood Transit Center Station	2	0
Lynnwood Park-and-Ride Station	2	0
200th Street Station	2	0

^a One of the comment letters included 1,800 signatures against Alternatives C1 and C2, including signatures by hand as well as electronically collected signatures online.

^b One comment letter for Alternative C3 included 28 signatures.

2.1 Comments from Agencies and Tribes

Several federal agencies provided brief comments on the project but generally did not endorse specific alternatives. Several state agencies commented, including the Washington State Department of Transportation (WSDOT). The local agencies, including all cities along the

corridor, wrote to support the light rail extension and indicated preferences for specific alternatives. They also had comments about areas of environmental concerns and mitigation.

Table 3. List of Agencies and Tribes Providing Comments

Federal Agencies
U.S. Army Corps of Engineers
U.S. Department of Interior
U.S. Environmental Protection Agency
Other Governments
Honorary Consul of the Republic of Latvia
Tribes
Muckleshoot Indian Tribe
State Agencies
Department of Archaeology and Historic Preservation
University of Washington's Department of Scandinavian Studies
Washington State Department of Ecology
Washington State Department of Transportation
Local Agencies and Jurisdictions
Alderwood Water's Wastewater District
Community Transit
Edmonds School District
King County
King County Department of Transportation
Lake Forest Park, City of
Lynnwood, City of
Mountlake Terrace, City of
Seattle, City of
Shoreline, City of
Shoreline Fire Department, City of
Puget Sound Regional Council

2.1.1 Federal Agencies

The U.S. Army Corps of Engineers letter had no comments on the Draft EIS, but noted the presence of potential wetland impacts would require their involvement during the project's permitting phases.

The U.S. Department of Interior sent an initial letter indicating no major comments, but subsequently amended the letter to note that two park properties, Twin Ponds in Shoreline and Jack Long in Mountlake Terrace, were developed with Land and Water Conservation Funds, and should be protected from transportation impacts. They noted that the 155th Street Station option with Alternative A5 (and Alternative A7) had the potential to affect Twin Ponds Park if transit users parked there for commuting purposes.

The U.S. Environmental Protection Agency (EPA) wrote in support of the overall project and its potential to provide environmental benefits, but expressed concerns about alternative alignments in Segments B and C that would affect aquatic or wetland resources or park properties. They asked for further information to be developed for the Final EIS, but also stated they had no major objections to any of the Segment A alternatives, or to Alternatives B1, B4, or C3. EPA recommended the Final EIS include:

- A 404(b)(1) comparative alternatives analysis of wetlands impacts, particularly for Segments B and C
- More detail on Alternatives C1 and C2 construction and operation impacts to Scriber Creek Park and the Scriber Creek wetland complex
- Identification and listing of land purchase funding sources as well as use restrictions applied to parks and natural areas that would be affected by the proposed project
- Effects on ecological connectivity, including restoration options
- More detail on cumulative impacts to Scriber Creek Park and wetlands from the Lynnwood alternative for the Operations and Maintenance Satellite Facility project
- Parking supply during construction

2.1.2 State Agencies

WSDOT submitted a comment letter thanking Sound Transit for the cooperative planning to date. They noted the importance of keeping WSDOT's freeway management systems operational through construction (CCTV, Variable Message Signs, data station, ramp meters, etc.). WSDOT emphasized the need for effective multimodal access to stations. They also cited visual impacts as a key concern, and that they believed some areas had higher impacts than the Draft EIS stated. They asked Sound Transit to further explore mitigation measures and minimize the loss of vegetation, particularly large trees.

The Department of Archaeology and Historic Preservation (DAHP) submitted a comment letter in concurrence with the Draft EIS findings of no adverse effect to historic resources.

The Washington State Department of Ecology (Ecology) wrote in support of alternatives that avoid and minimize impacts to wetlands and streams in the project corridor, such as Alternative C1 or C3, which reduces impacts to the Scriber Creek wetland complex. Ecology also submitted technical comments on the ecosystems and water resources sections of the Draft EIS.

The University of Washington's Department of Scandinavian Studies submitted a letter to express concern for the future of the Latvian Community Center, stating that the Department uses the Latvian Community Center to hold activities and events.

2.1.3 Regional and Local Agencies and Jurisdictions

The Puget Sound Regional Council (PSRC) wrote a letter concurring with the Draft EIS findings that the project would be generally consistent with regional planning documents. PSRC asked Sound Transit to provide more comparative detail on the transit-oriented development (TOD) potential of various station alternatives. PSRC also asked Sound Transit to include station access data by mode and to show how those different modes contributed to potential ridership.

The King County Department of Transportation letter focused largely on Segment A alternatives. They emphasized station access issues, including the need for connecting transit service and non-motorized travel options, combined with TOD in lieu of park-and-rides. Additionally, they suggested the Draft EIS acknowledge future tolling and other transportation demand strategies.

King County specifically supported Alternative A10 or A11, which includes stations at NE 130th Street and NE 145th Street. They are in favor of the 130th Street Station because it would capitalize on the strong ridership projections, more efficient local bus connections and superior non-motorized access. They also supported a NE 145th Street Station, but asked for further study of lower parking capacity there because of congestion problems, with potentially more spaces at NE 185th Street. They also suggested a non-median station at Mountlake Terrace (with suggested design modifications) to improve accessibility at the 220th Street SW and Lynnwood stations. The County also provided comments from its paratransit service division focusing on Americans with Disabilities Act (ADA)-accessible facilities.

The City of Seattle letter supported the Alternative A1 alignment, but they preferred a station at NE 130th Street as shown on Alternative A5/A10 (Option 1), with no transit parking at NE 130th Street. Their preference for the A1 alignment included specific comments on the following topics:

- Reducing impacts to the Seattle Latvian Evangelical Lutheran Church by maintaining its right-of-way access
- Reconstructing NE 130th Street off-ramp to address a high accident location
- Retaining trees on the east side of 1st Avenue between 113th Street and 115th Street
- Retaining strong existing bicycle connections and opportunities to provide improved bicycle and pedestrian facilities if 1st Avenue and the 117th Street bridge are reconstructed
- Including sidewalk and bicycle lane on west side of 5th Avenue NE between NE 130th Street and NE 145th Street

The City of Seattle's comments on the 130th Street Station (Alternative A5/A10, Option 1) noted it:

- Expands access to the regional transit system—an average weekday ridership of 3,200 compared to 2,200 average weekday riders at the NE 145th Street Station
- Provides unique opportunity for bus, bicycle, and pedestrian access

The City of Mountlake Terrace letter supported the light rail project. It noted the City's planning for TOD. Although the City stated Alternative B1 was acceptable, the City prefers Alternatives B2 and B2A because they would provide the greatest opportunity for TOD. The City does not favor Alternative B4 because it is least supportive of TOD.

The City of Shoreline wrote a detailed comment letter that expressed excitement about the extension of light rail to Shoreline. The City identified the NE 145th Street (Option 2) and NE 185th Street (Option 1) as the best locations for stations; the letter also provided details on the planning the City is doing in support of these stations. The City also noted that the NE 155th Street Station was not preferred because it would have higher impacts and less effective access. The City recommended a mostly at-grade alignment, and stated its interest in continuing to work with Sound Transit on project planning and design, especially in station areas to ensure effective multimodal access. A letter attachment detailed further technical comments on the Draft EIS, including transportation-related issues at the station sites, but also describing visual, ecosystem, land use, public safety and security, and utility impacts and issues.

The City of Lynnwood letters supported bringing light rail to the Lynnwood Transit Center, and identified an alternative configuration, "C3 Modified," which they prefer over the alternatives in the Draft EIS. Alternative C3 Modified would be between Alternatives C2 and C3. (The preference came in the form of a separate letter containing detailed comments on several technical areas, as well as comments it received from citizens during City meetings.) The following are some of the City's key points:

- Traffic impacts will be worse than presented in the Draft EIS.
- A separate analysis is needed for the Operations and Maintenance Satellite Facility as an independent project.
- The expectation that 80 percent of riders will arrive by bus is optimistic.
- The analysis of Alternative C3 contains errors about which properties east of 44th Avenue would be demolished and taken.
- Alternative C3 could limit future development potential in areas slated for the highest density development in the Lynnwood Regional Growth Center, particularly the City Center block located east of 44th Avenue.

The City of Lake Forest Park wrote in support of light rail on the east side of I-5 in Segments A and B, and supports locating stations at NE 145th Street and NE 185th Street.

The Edmonds School District letter supported either Alternative B2 or B2A. The letter also supported the City of Lynnwood's C3 modified alternative. The Edmonds School District would like an invitation to participate in the engineering and planning process for the Segment C alternatives because these alternatives would affect District property.

The Alderwood Water's & Wastewater District's letter asked Sound Transit to work with the District to ensure water supply is maintained in the vicinity of Interstate 5 (I-5) and the Interurban Trail.

The Shoreline Fire Department letter supported the NE 145th Street Station. The Fire Department is concerned that a NE 155th Street Station would interfere with their fire station.

Community Transit's letter strongly supports the project. The agency wrote of their intent to serve Link light rail stations in Snohomish County. Their detailed comments focused on mitigation to preserve mobility during construction as well as system design elements that will enable effective bus-rail integration. Community Transit prefers Alternative C1 and Alternatives B1 and B2, but noted that the 220th Street SW Station is not a focus of existing or planned bus service. Community Transit agrees with the comments provided by King County Metro's paratransit service, requesting that the station design maximize accessibility for all patrons.

2.1.4 Tribes

The Muckleshoot Indian Tribe thanked Sound Transit for addressing previous comments on the Preliminary Draft EIS, and added the following comments:

- Prefer Alternative C1 because it would have the fewest impacts on Scriber Creek and Swamp Creek tributary, associated wetlands and floodplain, and thus fewer impacts to salmon and salmon habitat
- Include Muckleshoot Indian Tribe Fisheries Division on state-owned culvert replacement projects (due to recent Federal Court decisions related to tribal involvement for such projects)
- Prefer enhanced treatment methods for stormwater water quality treatment to maximize removal of heavy metals and oils that may otherwise adversely affect salmon

2.2 General Public Comments

The public comments came from a wide array of parties, and included comments made during the public hearings, as well as many written comments.

2.2.1 Businesses

Simon Property Group, the company that owns Northgate Mall, submitted a detailed letter from its attorneys (Perkins Coie) outlining concerns about the cumulative effects of the Lynnwood Link Extension, Northgate Link Extension, and King County's plans for TOD south of the mall. They stated these projects would be in construction at the same time. The letter described concerns about mall traffic access, visibility of the mall for customers coming from I-5 and 1st Avenue NE, traffic on arterials and local streets near the mall, and parking—both parking for mall patrons and the exacerbation of already existing “hide and ride/park” problems.

The Mullally Development Group, owners of the Northgate Plaza Apartments, do not believe the Draft EIS fully takes into account the project's impacts on their property. They have concerns about the access to their property (they would like to see a more complete discussion of access during construction), and noise and vibration impacts. They prefer Alternative A1, and do not agree with the conclusion that the Northgate Plaza Apartments are eligible for listing on the National Register of Historic Places.

Sound Transit received a letter from Cairncross & Hempelmann, a law firm representing several unnamed local, national, and international real estate developers constructing and/or planning TOD projects adjacent to future Sound Transit light rail stations. The law firm gave its assessment of the potential for TOD in the corridor by alternative, and supported Alternatives A3 (for its stations at NE 145th and NE 185th Streets), B1, B2, B2A, and C1.

Four businesses in Lynnwood provided comments. All strongly preferred Alternative C3, or an alternative that is not aligned along 52nd Avenue West, to avoid the business acquisitions that Alternative C1 would have. These businesses stated that relocation would be difficult. One of the businesses employs more than 100 employees, and suggested that it and other businesses would likely relocate outside of Lynnwood if they were required to move.

2.2.2 Community Organizations

Sound Transit received comments from community organizations, including established organizations as well as neighborhood groups. Most of these groups wrote in support of the project, but had concerns about specific alternatives or issues.

Table 4. List of Community Organizations Providing Comments

Comments from Community Organizations
145th-155th Street Station Citizens Committee
185th Station Citizen Committee
American Latvian Association
American Latvian Association, Latvian Museum
American Latvian Youth Association
Bellevue Sister Cities Association
Cascade Bicycle Club
Edmonton Latvian Society
Estonian American National Council
Feet First
Fellowship of American Baltic Spouses
Friends of Jackson Park Trail
Futurewise
Lithuanian-American Community –Washington State Chapter
Latvian Association of the State of Washington
Latvian Evangelical Lutheran Church Abroad
Latvian Evangelical Lutheran Congregation of Seattle and Latvian Association of Washington
Latvian Seniors Association
Latvian Sorority Gundega
Lettonia State of Washington Alumni Association
Mezotne Latvian Language Camp
Northgate West Condominiums
North King County Mobility Coalition
Paramount Park Neighborhood Group
Parkwood Neighborhood Association
Pilchuck Audubon Society
Ridgecrest Neighborhood Association
Save Scriber Creek Park
Seashore Transportation Forum
Seattle Congregation of Estonian Evangelical Lutheran Church
Seattle Estonian Society
Seattle Latvian Community Center
Seattle Latvian Lutheran Church
Seattle Latvian School
Senior Services
Sigulda
Sound Cities Association
Thornton Creek Alliance
Thornton Creek Legal Defense Fund
Transportation Choices
West Coast Latvian Song Festival
World Federation of Free Latvians

About half of the written comments from organizations as well as statements made at all four of the hearings were associated with the Seattle Latvian Evangelical Lutheran Church and its community center. These groups urged Sound Transit to choose an alternative that would not affect the church or center. Twenty-three different organizations affiliated with Latvian heritage sent written comments, including the Honorary Consul of the Republic of Estonia in Seattle. Their comments consistently highlighted the importance of the Latvian Evangelical Lutheran Church and Community Center for the local and national Baltic community. Many of the comments described how these facilities have been used for cultural activities and events for more than four decades, after being relocated in the 1970s. They urged Sound Transit to consider alternatives that would not affect such an important and unique community resource. Some representative statements:

- The center is of important cultural heritage and importance to Seattle-area Latvians and Balts. When the Latvian refugees were admitted to the United States after World War II, several hundred settled in the Seattle area.
- The church and the center are the glue holding our organization [Latvian Sorority Gundega] and our community together, allowing it to grow while preserving Latvian ethnicity and culture.
- I am very concerned that all of the proposed alternatives will severely impact the Latvian Church and Community Center and the activities of hundreds of families who consider it their “ethnic home.”

Organizations such as Futurewise, Sound Cities Association, Transportation Choices Coalition, North King County Mobility Coalition, and SeaShore Transportation Forum commented on transit-oriented development, mobility and access issues. Most of these organizations preferred a station at NE 145th Street and were opposed to the NE 155th Street station, typically citing access and transit-oriented development potential for their preferences. Most also supported the NE 185th Street Station, and Futurewise and Transportation Choices Coalition supported a station at NE 130th Street. They also supported Alternative B2A, citing its transit-oriented development potential.

Transportation Choices Coalition, Feet First, and the Cascade Bicycle Club emphasized the need for the project to provide multimodal benefits, including benefits to bicyclists and pedestrians, and urged Sound Transit to do more to provide facilities and infrastructure for these modes. Some of the suggestions included evaluating potential new bicycle and sidewalk facilities within a 3-mile radius of the proposed light rail stations, adding more stations, adding sidewalks and bike improvements instead of parking, and siting the stations as far from I-5 as possible. Several parties questioned the need for parking garages when the region is encouraging denser communities that depend less on the automobile.

The North King County Mobility Coalition was concerned with ADA issues. The organization felt the Draft EIS focused primarily on the needs of able-bodied commuters, and it would like to see greater outreach to and input from special needs communities as the project continues.

Several community or neighborhood groups and associations located along the corridor wrote comments about specific alternatives and issues near them. Many of these groups were from neighborhoods in Segment A, and included the Ridgecrest Neighborhood Association, the Paramount Park Neighborhood Group, the Parkwood Neighborhood Association, and neighborhood groups near the NE 185th Street and NE 145th/NE 155th Street stations. Several of these groups discussed trade-offs between the NE 145th Street and NE 155th Street stations, but wrote their members were not unified in a preference. Several of these groups encouraged Sound Transit to develop stations that were in scale with the neighborhood and allowed good access from the neighborhoods. Congestion, parking, visual impacts, noise, and safety were common concerns.

The Save Scriber Creek Park group circulated a petition against Alternatives C1 and C2, and gathered approximately 1,800 signatures (their count) and sent them to Sound Transit. They stated Alternative C3 as the clear “winner” with their group.

The Thornton Creek Legal Defense Fund, Paramount Park Neighborhood group, Thornton Creek Alliance, and Friends of Jackson Park Trail wrote letters concerning impacts to Thornton Creek, other area natural resources, water quality, parks, trails and open spaces; several of the letters suggested areas where mitigation was needed.

2.2.3 Individuals

Sound Transit and FTA received 562 statements from individuals, either in writing or through testimony at the public hearings. Although these statements covered a wide range of topics, the most common are described below.

Segment A

Of the Segment A alternatives, A1 was specifically identified the greatest number of times as the preferred route with A5 and A10 having the second greatest preference. Of the alternatives for station locations, more people specifically favored the NE 130th Street Station, followed by preference for the NE 145th Street Station and the NE 155th Street Station. Of the options for the NE 185th Street Station, those that specifically identified which option they preferred, identified Option 1 over the other two options.

Segment B

Of the Segment B alternatives, B2A was specifically identified the greatest number of times as the preferred route. Regarding the 220th Street SW Station, more people supported it than opposed it.

Segment C

Of the Segment C alternatives, the majority of responders preferred Alternative C3 with their second preference as C1. The majority of those in favor of C1 did so via a form letter with no explanation for their preference for C1. Those in support of Alternative C3 typically cited the need to preserve Scriber Creek Park, but many also noted acquisition and displacement impacts and stream and wetland impacts.

Acquisitions, Displacements, and Relocations

Most comments were related to acquisitions, displacements, and relocations. The majority of comments regarding these impacts were associated with the Seattle Latvian Evangelical Lutheran Church. Comments related to individual, privately owned properties were expressed to a lesser degree, although several of the letters were detailed in describing the impacts to specific properties. For instance, the owner of rooming houses south of the proposed NE 130th Street Station was concerned with acquisition of the properties and the effects it would have on investment and income. Similar comments came from businesses impacted by Alternatives C1 or C2.

Social Impacts, Community Facilities, and Neighborhoods

Social, community, and neighborhood impacts were focused largely on the Segment A alternatives, especially the Latvian Evangelical Lutheran Church, and on Segment C Alternatives C1 and C2. The largest number of comments in this area came from members of the Latvian Evangelical Lutheran Church and users of community center describing the importance of the church/center facility and stating concerns about not only the loss of the facility, but also the impacts of the loss of community that could result.

Transportation

Transportation had the third greatest number of comments compared to other environmental impacts (acquisition/displacement-related comments were the most prevalent). The most comment themes concerned pedestrian and bicycle amenities, parking, transit, and local streets and intersections. The primary themes related to parking included on-street parking conflicts between local residents and commuters, insufficient parking, too much parking (i.e., too much parking would defeat the purpose of transit). Responders also emphasized the need

to integrate local transit with the light rail system and concern over increased traffic in the vicinity of station locations and the potential effects on local streets and arterials.

Land Use and Economics

Most comments on land use and economics were related to TOD, including comments favoring specific stations that they felt could create TOD opportunities. Other commenters noted concerns about property values for single-family homeowners, or the need for mitigation during construction.

Visual and Aesthetic Resources

There were many concerns about impacts on visual and aesthetic resources. Most of these comments were from those living in single-family homes abutting the proposed alignments.

Noise and Vibration

Noise and vibration were a frequent concern. Most comments were about noise, and included comments from single-family homeowners and representatives of the Seattle Latvian Evangelical Lutheran Church.

Ecosystem Resources

Most of these comments were related to tree removal, streams and wetlands. Most of the comments on ecosystem resources were related to Alternatives C1 and C2 and the potential to disturb the parkland and green space within these alignments.

Public Services, Safety, and Security

While comments on this topic were less frequent, several were specific to the fire station near the proposed NE 155th Street Station.

Cultural, Archaeological, and Historic Resources

There were few comments on this specific environmental topic, although there is a great emphasis from the Latvian community that the Latvian Evangelical Lutheran Church is an important cultural center for Latvians and those with Baltic heritage.

Parks and Recreational Resources

This topic also had frequent comments. Most comments were related to the parks and open space in the vicinity of Alternatives C1 and C2, and, in particular, Scriber Creek Park.

2.3 Suggestions for Other Alternatives

Most of the comments were focused on the existing alternatives in the Draft EIS, but Sound Transit received comments recommending other alternatives or modifications, notably:

- The City of Lynnwood suggested a modified Alternative C3 that would potentially allow greater redevelopment of the City Center property block east of 44th Avenue; the modification would place a station and alignment generally midway between Alternatives C2 and C3. (The Edmonds School District supported this suggestion as well.)
- The Audubon Society asked Sound Transit to consider an alternative that would avoid the Scriber Creek area, but did not suggest a specific alignment.
- Futurewise asked Sound Transit to consider a new alternative in Segment C to create a station closer to the Lynnwood Transit Center.

Most other commenters did not suggest new alternatives, but many encouraged considering options to avoid affecting the Latvian Evangelical Lutheran Church, including a comment suggesting moving I-5 to the west. Others recommended options that would avoid properties in specific locations. Another comment suggested a station at 220th Street SW in the freeway median.

3 PUBLIC INVOLVEMENT

During the period leading up to the release of the Draft EIS, the project team conducted formal public open houses with public hearings, as well as informal community outreach to raise awareness about the project and document release.

Public involvement goals during outreach for the Draft EIS included:

- Notifying the public about the release of the Draft EIS and preparing them to comment
- Ensuring broad distribution of the document so that anyone who was interested would have the opportunity to engage
- Informing the public of the availability of the document, and identifying environmental effects and benefits of project alternatives, compliant with the State Environmental Policy Act (SEPA), National Environmental Policy Act (NEPA), and other regulations
- Keeping stakeholders, agency partners, and elected officials informed of what to expect throughout the Draft EIS process
- Seeking creative ways to engage the public during the busy summer months
- Continuing to seek ways to engage traditionally under-represented populations
- Providing advance notice to potentially impacted property owners

3.1 Participation

Public participation levels were high. By the end of the comment period:

- More than 400 people attended the public open houses/public hearings.
- At least 43 people tuned into “Tech Talk,” an online learning opportunity.
- Outreach staff participated in five informal community events where more than 650 people visited a project booth during the 2013 summer fairs and festivals season.
- Outreach staff connected with approximately 980 people over the course of three “transit squads” at the Northgate, Mountlake Terrace, and Lynnwood transit centers.
- Informational kiosks were displayed at 12 rotating locations throughout north Seattle, Shoreline, Mountlake Terrace, and Lynnwood.
- Posters were distributed to 67 different locations throughout the project area.
- Comment forms were distributed to 25 different organizations serving under-represented populations.
- Close to 84,000 postcards announcing the Draft EIS release and meeting notices were mailed to homes, apartments, and businesses in the project area.
- Three e-update notices were sent to a total of 2,500 recipients; four CEO reports included project-specific information.
- Staff met with over 100 property owners in advance of and during the comment period about property impacts.

3.2 Outreach Methods and Tools

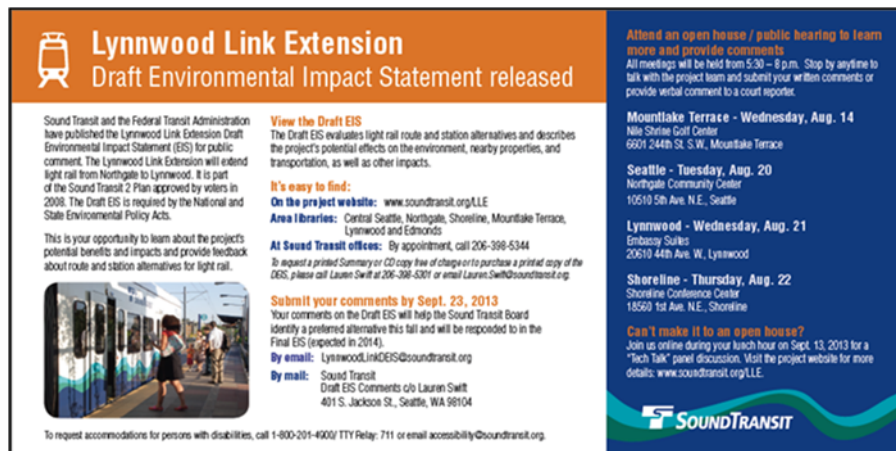
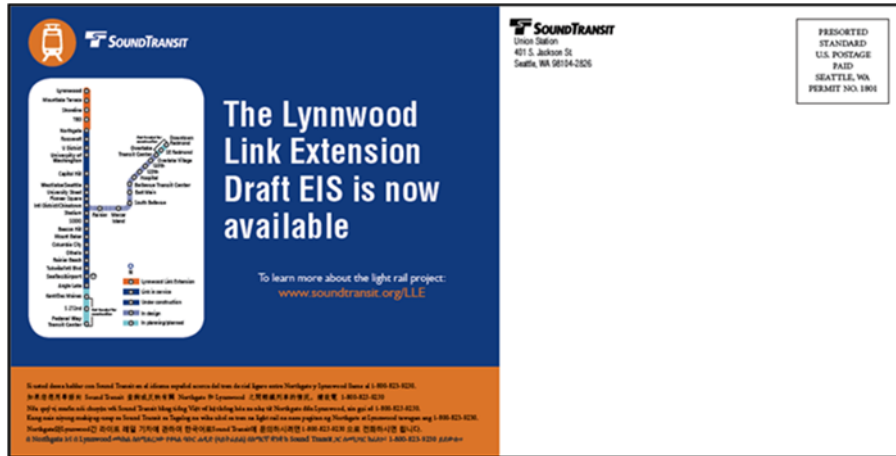
Notification of the Draft EIS public comment period (July 26 to September 23, 2013) was intended to reach a broad audience, focusing within the project area and projected users of the light rail project. Target audiences identified included:

- Residents and businesses in Seattle, Shoreline, Mountlake Terrace, and Lynnwood
- Commuters and transit riders on I-5 between Lynnwood and Seattle
- Neighborhoods and community groups in areas potentially affected by the project
- Environmental organizations, including bicycle and pedestrian groups
- Business interest groups such as local Chamber of Commerce organizations
- Federal, state, and local agencies and tribes
- Environmental justice organizations including low-income, social service, minority, and ethnic groups

In addition to providing clear and concise information about comment period parameters and open house/public hearing information, notification materials were intended to foster excitement about the project and the next steps. Methods of distribution varied according to notification type, with the goal of reaching as broad an audience as possible. Methodology for this distribution had been gleaned from the two scoping periods, which influenced media use, organizations, and poster drop-off locations that would best serve the needs of a wide notification in the project area. All advertisements included information about the comment period, public open house and hearings, as well as different ways to access the Draft EIS document, submit comments, and find more information. The public notices and outreach included:

- A notice of the Draft EIS and its public comment period was published in the Federal Register on Friday, July 26, 2013.
- A notice was published in the SEPA Register on Friday, July 26, 2013.
- The www.soundtransit.org/LLE project Web site served as the primary access point to stay informed about the project and learn more about the Draft EIS, the comment period, and its meetings. All documents associated with the Draft EIS were posted on an easy-to-navigate page with explanation of how to comment.
- Project-specific email updates were sent to a project list of approximately 2,500 contacts on July 15 and 26, and on September 11, 2013. Notification was also distributed as part of the Sound Transit “CEO Report” on July 12 and 19, and August 9 and 16, 2013.
- A postcard was mailed to nearly 84,000 addresses, hitting mailboxes beginning on July 24, 2013 (see graphic below). The general distribution area included the area north of

Northgate Way in North Seattle to 164th Street SW in Snohomish County, and from approximately Locust Way in Lynnwood to Greenwood Avenue North in Shoreline (east-west). A translated information block was provided in Spanish, Amharic, Chinese, Korean, Filipino, and Vietnamese.



Front and back of postcard used for Draft EIS release.

Sound Transit also used social media through Sound Transit’s Twitter feed. This included messages about the release of the Draft EIS, public comment period, and current public involvement opportunities. Throughout the Draft EIS outreach period, Sound Transit posted 11 Lynnwood Link Extension project-specific updates on Twitter, including introductory event posts, as well as posts before and during events.

Display advertisements advertising the release of the Draft EIS and accompanying open house and public hearing opportunities appeared in 12 daily, weekly, or monthly print publications throughout the month of August 2013. Ten online newspapers, blogs, and e-newsletters carried online advertisements linking to the project Web site either continuously or based on number of views (“impressions”) over the course of August 2013.

Community calendars and blogs were also an efficient way to expand notification. Content about the Draft EIS and the open houses/public hearings was submitted to 19 community calendars and blogs.

Media sources that reported on or directly referenced the project and an open house/public hearing included newspapers, local news television, and blogs focused in locations throughout the project area.

Posters were placed at locations throughout the project area with high foot traffic, based on organization and stakeholder research. Locations ranged from Lynnwood City Hall to Northgate Community Center. The posters included translation blocks with key information in Spanish, Amharic, Chinese, Korean, Filipino, and Vietnamese. Posters were distributed to approximately 67 locations.

“Tech Talk,” a live-streamed online panel discussion, enabled members of the public to tune in with a single click during the lunch hour on September 20, 2013 to learn more about the project.

3.2.1 Focused Outreach to Low-Income or Minority Populations

Traditional outreach activities for the Draft EIS were accompanied by targeted environmental justice outreach aimed at engaging traditionally under-represented populations in the project area. The project team distributed notification materials with translated text and offered briefings to social service organizations and environmental justice groups throughout the project area. Languages selected for translation were based on consultation with project stakeholders and community groups and included Spanish, Amharic, Chinese, Korean, Filipino, and Vietnamese. Translated display advertisements were placed in eight news sources in languages other than English. Information packets with translated comment forms and Reader’s Guides were distributed to 26 social service agencies throughout the corridor.

3.2.2 Fairs and Festivals Outreach

The release of the Draft EIS and public comment period coincided with the summer 2013 fairs and festivals outreach. Outreach staff distributed Draft EIS postcards at summer events during the comment period. Reader’s Guides were also available at Shoreline Swingin’ Summer Eve, Tour de Terrace, and Edmonds Farmers Market. The project team was able to engage nearly 650 people at fairs and festivals throughout the season and over 400 people after the release of the Draft EIS.

3.2.3 Community Group and Agency Briefings

Approximately 39 community group and agency briefings were held either just before or during the comment period with approximately 56 organizations and elected bodies (e.g., city councils) in the project area from June 2013 through the end of the Draft EIS comment period.

3.2.4 Property Owner Meetings

Sound Transit staff met via telephone and in-person meetings with over 100 potentially impacted property owners prior to the comment period to discuss potential project impacts, concerns, and the next steps.

4 INDIVIDUALS WHO PROVIDED COMMENT

A

Abdella, Bill	Anonymous 1
Abermanis, Rolands Juris	Anonymous 2
Abolins, Andrew	Anonymous 3
Aboltina, Gundega	Anonymous 4
Ahlquist-Niemi, Jan	Anonymous 5
Allen, Anda	Anonymous 6
Altman, Jeff	Anonymous 7
Andersen, Sherri	Anonymous 8
Anderson, Cheryl and Serila	Anonymous 9
Anderson, Daira	Apsitis, Ilma
Anderson, David	Apsitis, Mara
Anderson, Devv	Apt, Mark and Arden
Anderson, Carolyn	Attemann, Rein
Anderson, W R	B
Andreasen, Adam	Baldana, Marco
Andrejevs, Markus Aldis	Baltzell, Sumner
Andrejevs, Osha	Banionis, Arunas
Andrejevs, Markus	Barrett, Dennis
Andvik, Nanci	Bartholet, David
Annas, Kathy	Basil, Leslie

Basile, Ryan

Brandon, Wes

Bates, Steven

Bray, Ina

Baughman, Linda

Brierley, M

Bautista, Ariel

Buck, Jonas

Beinikis, Linda

Buck, Steve

Beitlers, Didzis

Buitenveld, David

Beitlers, Juris and Olga Grikis

Bupp, Erick

Beland, Steve

Bupp, Kathleen

Benson, Velta & Andris

C

Berkholtz, Karina

Cameron, Michael

Berlin, Don

Carlin, John

Berzin, Martin

Carr, Ron

Berzina, Sandra

Celms, Nancy

Bess, Samuel

Celms, Sara

Bess, Samuel & Gwen

Chandler, Bridgett

Birnbaums, Daina

Chism, Diana

Birnbaums, Andrejs

Cho, Taetuk

Birnbaums, Vija

Chong, KC

Biteman, James

Christopher, Michael

Blombah, DL

Christopher, Terence

Blubaugh, Jonathan

Cilnis, Juris

Blums, Martins

Circenis, Edvins

Boudrissa, Zohra

Clausen, Linden

Cole, Willis

Ekmanis, Indra

Collins, Deirdre

Elder, Justin

Cooper

Engseth, Dianna

Copeland, Douglas & Silvija

Ervin, Kenneth

Cotton, Ian

Escamilla, Derica

Cunha, Anne

Everett, Karin

Cutter, Jane

F

D

Farrand, Becky

Dailey, David

Faulds, Phoebe

Dale, Dan

Feuerborn, Sonja

Dambrauskas, Daiva

Fischbach, Max

Davis, William Harvey

Floria, Tonya Nicole

De Bonte, Austina

Forsyth, Terry

De Temmerman, Pieter

Foy, John

Dermanis, Paul

Freet, Andra

DiPeso, Wendy

Freimanis, Brianna

Dolan, Chuck

Fulford-Foster, Jeremiah

Donohue, Joanne

G

Dougall, John

Gaigalaite, Ausra

Drougas, Andrea

Galins, Peteris

Dubman, Jonathan

Garzon, Roxanne

E

Gendreau, Stefanie

Egan, Kathryn

Gilkerson, Mona

Gill , Kathy	Harris , Shanon
Gladstone, Judi	Harrison, Jeffrey
Glover, Mary	Hausauer, Jr., Robert
Goodman, Eric	Hawkins, Barbara
Graffis, Bill	Haynes, Monica
Grant, Anna & Sean Smith	Head, Kolleen
Graube, August	Heath, Ken
Graube, Marita	Heine, Julija
Graudins, Ivars	Herauf, Dale
Grauds, Valdis and Family	Hickey, William
Graus, Melita	Hill, Viktorija
Gray, Ingrida	Hines, Carole
Grendze, Karlis	Holmes, Jean
Griffith, Karen & Troy	Holmes, John
Gubaekowski, Ann	Holmquist, Imants
Gustafson, Sharon	Hope, Shane
Guthrie, Barbara	Horner, Eileen
Guzman, Karina	Horner, Roger & Eileen
H	Howell, Gavin
Hanks, Jono	I
Hanley, Monika	Ikauniece, Ruta
Harbaugh, David	Iles, Anita
Harris, Ginny	Iles, Tija

J

Jacoby, Dan

James, Robert

Janeway, Jeffrey

Jansevics, Janina

Janssen, Jeff

Jaundalderis, Charlene

Jefferds, Peter & Liga

Jeremiah, Dale

Jewel, Emily

Jodais, Valdis

Johnson, Amy

Johnson, Dagnija Valdmanis

Johnson, David

Johnson, Kristina

Johnson, Matthew James

Johnson, Diana

Johnson, Lara

Johnson, Mara

Johnson, Steven

K

Kampen, Garry

Kancs, Dina Alita

Kapa-Mauerman, Sylvia

Kaplan, Cecily

Kask, Linda

Kelertas, Violeta

Kelly, Michael

Kelly, Teresa

Kelly, Chris

Ken, Kil You and Soon Ae Shin

Kenney, Pat

Key, Harold

Kim and Jong Dook, Lee Sun

King, Greg & Laurie

Kinman, Karen

Kirkpatrick, Dan

Kirsis, Lori

Kit Ma, Chun

Klavins, Janis

Klinker, Cheryl

Knedlik, Will

Knoke, Mark

Knoll, Mary

Kondrats, Sandis

Kramena, Katrina

Kukainis, Roberts

Lorbergs, Aina Katrine

Kulikauskas, Rima

Lovitt, Douglas

Kulits, Paul

Lull, Otis

Kulits, Zinta

Lunde, Sarmite

Kusins, Daina

Lusis, Arnie

L

Luters, Ints

Laigo, Renee

Luters, Katrina

Lam, Celia

M

Lancaster, Brad

Mackeel, Cynthia

Landau, Henry

MacKrell, Meghan

Lee, Marvin

MacMurray, Armand

Leesment, Krista

Macs, Dina

Lehman, Judy

Maculans, Andra

Leitis, Edmunds

Manderscheid, Michael

Lenss, Karlis

Marcy, Tanya

Lepo, Charles

Martin-Rudnick, Diane

Levinsky, Laurie

Martin-Vegue, Doug

Lewtz, Eugene

Massaro, Frank

Lidacis, Mara

Matas, Saul

Lo, Anthony

Maxwell, Matthew

Lo, Catherine

McCall, Timothy

Lockeman, George

McClain, Kevin

Loeding, Danielle

McDonald, Kevin

McFarlane, Madara

Nikoiaidis, Jeffrey

Mearns, Josie

Norris, Jeanette

Menchhofer, Dale

O

Mifflin, Ryan

Oborn, Roger

Miksys, Donna

Ohaks, Ieva

Miksys, Rimas

Olson, Sonja

Mohseni, Imants

Onat, Astrida Blukis

Molnar, Lauren

Orr, Michael

Monaghan, Mary

Orr, Mike

Monaghan, Tricia

Orrico, Geni

Monroe, James

Ostrer, Allison

Moore, Carolyn

Osvalds and Family, Aivars

Moore, Galinda

Overby, Aleska

Moore, Mari

Overby, Nathan

Morgan, Joshua

Ozolnieks, Indra

Muehlenbachs, Lelde

P

Murphy, Craig

Pade, Gerry

Musteikis, Danute

Paegle, Sasha

N

Nalis, Peter

Palms, Christopher

Nelson, Wendy & Ken

Paskovskis, Ed

Ness, Dave

Pearson, Steve

Niedermeyer, Darcy

Pedecis, Dace

Pedersen, Bill

Pelekis, Jana	Poitras, Liz
Pelekis, Janis	Poitras, Tom
Pelekis, Mary	Poukens, Oskars
Pelekis, Vija	Priidik, Albert
Perti, Janis	Pruzinskis, Andris
Peterson, Dan	Pruzinskis, Krisjanis
Petersons, Angela	Pukite, Brigita
Petersons, Lukas	Pukite, Ilze
Petersons, Nikol	Purs, Lilja
Petersons, Diana	R
Petersons, Modris	Racenis, Marcis
Petersons, Nikol	Randa, Evan
Petersons, Selga	Raiserts, Eriks
Petkus, Joseph	Raisters, Eduard
Petkus, Zita	Raisters, Inese
Phillips, Cynthia	Raisters, Aldis
Phillips, Kyle	Raisters, Inese
Phillips, Sandy	Raize, Andrejs
Pierre, Ravin and Polina Yurova	Raize, Laima
Pinner, Joanne	Ralston, Kenneth
Pittman, Kirk	Randich, Lisa Macs
Plavins, Maris	Randich, Rachel
	Raskin, Mike

Rauda, Eriks

Rauda, Gunars

Rauda, Vija

Ray, Wyvonne

Razevska, Daidre

Reay-Ellers, Andrew

Rebstock, Ginger

Reed, Patricia

Reedy, Robert

Rekevics, Liz

Renes, Mike

Resnick, Douglas

Rhynard, Michael & Wen-Mei

Rice, Jerry & Carol

Riekstins, Maija and Janis

Riekstins, Valdis

Rihemis, John

Roberts, Sid

Roberts, C.L.

Roberts, Curtis

Roberts, R.M.

Rogainis, Andris

Rozum, Pam and Ric

Rusis, Ed

Rusis, Erik

Rusis, Maira

Russel, Jill

S

Saheki, Yoshiko

Sanchez, Mike

Sandler, Julia Deak

Sankalis, Lilija

Sankalis-Biteman, Ruta

Scarpelli, Mike

Schatnitz, Greg

Schmidt, Corine

Schneider, Roben

Schott, Marshall

Schott, Laura

Schwantes, Glenn

Scott, Ian

Seglins, Andy

Seglins, Ilze

Senter, Steve

Shannon, Jeff

Shein, Gleb

Silang, Antonio	Stinson, June Foster
Sils, Aleks	Stradling, Rebecca
Sils, William	Strautins, Bruno
Sinclair, James & Barbara	Strickland, Scott
Sismaet, Dennis	Strom, Sigrid
Smidchens, Alnis	Stutman, T.J.
Smidchens, Imants	Sulcs, John
Smidchens, Guntis	Sulcs, Larisa
Smith, Elaine	Sulcs, Aina
Smith, Lynn	Summer, Cathy
Sobarzo, Luis	Summer, Cathy
Sommers, Cassy	Summers, Karen
Spani, Martin	T
Spires, Robert	Tennisey, Nancy
Sreibers, Gayle	Teras, Maira
Sreibers, Gunars	That, Karl
Sreibers, Lara	Thomas, Martha
Sreibers, Peter	Thompesen, Will
St. Hilaire, Ruth	Thompson, Jon
Stapars, Aija	Tierney, Caitlin
Starr, Cindy	Tochihara, Minda
Stephen, Zachary	Totoraitis, Anne
	Tralmaks, Astrida

Trinh, Cuong

Virsniers, Egils

Tronsen, Kara

Vitols, Jana

Turner, Janelle

Vitous, Rolf

U

Unknown 1

W

Walgamott, Amy

Unknown 2

Walgamott, Andy

Unknown 3

Walker, James

Unknown, David

Walker, Janice

Unknown, Dee Dee

Wall, Paul

Unknown, Harvey

Walsh, Maryellen

Unruh, Ryan & Sharla

Way-Rogainis, Marisa

Upatts, Dzidra

Wells, Chris

V

Valanciauskiene, Ausra

Westfall, John

Valle, Shane

Weyer, Shelley

Vastakas, Audrius

White, Liga

Vastakas, Ausra

Whittall, Corey

Vetter, Sandra

Wiest, Richard

Victor, Robert

Wiest, Inta (Inte)

Vilgalys, Justas

Wiest, Chair, Richard

Virsnieks, Imants

Willemarck, Linda

Virsnieks, Andris

Williams, Bruce

Virsnieks, Egils

Williams, Joel

Williamson, David

Wilson, Tex & Ausma

Zepeda, Barbara

Winnick, Ken

Ziema, Helena

Wong, Miu San

Ziema, Andris & Helena

Woolley, Beth

Ziema, Ieva

Y

Zommers, Dzintra

York, Ruta

Zommers, Pauls

Young, Ieva

Zommers, Juris

Z

Zommers, Karlis

Zahn, Joe

Zommers, Laila

Zamelis, Andy

Zopfi, Melinda