

September 20, 2013

To the Seattle Sound Transit Board Members,

C-013-001 I am writing regarding the proposed Lynnwood Link extension of the Sound Transit Link Light Rail system which, as currently under discussion, would impact the Seattle Latvian Center and Church at 11710 3rd Ave NE.

Although not a resident of Seattle or Washington State, I can attest that the Seattle Latvian Center serves not only area residents but also Latvian communities in British Columbia and Alberta, Canada. It is the closest active Latvian Center and resource for all of western Canada, and members of our Latvian community have certainly visited there over the years.

As a focal point for area Latvians for many decades, the Seattle Latvian Center enabled and encouraged its members to develop a strong, supportive sense of community with exceptionally viable music, dance and youth groups. These groups branched out by sharing their talents with other communities. Both Alberta and British Columbia have hosted Seattle performers at local Latvian events. The energetic Seattle youth who worked at Latvian summer camp in Shelton, WA, were a highly positive influence on my children, who grew up in a city with a much smaller Latvian population.

I applaud Seattle Sound Transit for striving to improve light rail access for its citizens. I ask that you consider such improvements in a manner that would enhance and maintain the current Seattle Latvian Center and the many communities it serves. In this case, a building is much more than a building. It's the core of a community that extends far beyond its physical boundaries.

Respectfully,

Ena Rudovics
President,
Edmonton Latvian Society "Imanta"
9308 - 82 Street
Edmonton AB T6C 2X5
Canada

C-013-001

Thank you for your comments describing the cultural importance of the Latvian Evangelical Lutheran Church to the Latvian community in western Canada. See Section 2.5.1 for a description of the refined Segment A alternatives that avoid displacing the church.

West Coast Latvian Song Festival

www.westcoastlatviansongfest.org

10731 Viking Avenue
Northridge, CA 91326
818 366 4972
Berkolds@aol.com

September 20, 2013

Sound Transit DEIS
Comments c/o Lauren Swift
401 S. Jackson Street
Seattle, WA 98104

Dear Sirs:

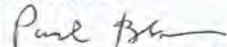
C-014-001

I am writing to express my concern regarding your planned expansion of the Northbound I-5 corridor and the impact it will have on the adjacent community, and specifically the Latvian Community Center at 11710 3rd Ave, Seattle.

The West Coast Latvian Song Festival has been producing events for the Latvian community in the western United States since 1962. Seattle has been the site of numerous festivals which have been attended by thousands of Latvians and Americans from throughout the Americas. The Latvian Center in Seattle has been a cornerstone staging area for most of these activities for the last 40 years. Moving or changing the existing edifice, accessibility or its location would have a severe negative impact on the organizing efforts of our community and would bring into question the feasibility of future festival activities.

I am confident the Latvians support the continued development of mass transit in the greater Seattle area and applaud the city's efforts in this regard. The West Coast Latvian Song Festival Executive Committee strongly urges you to consider developing projects in such a way that do not negatively impact the diverse communities that flourish in Seattle.

With regards,



Dr. Paul Berkolds, Executive Director
West Coast Latvian Song Festival Executive Committee
Los Angeles, CA
(818) 645-8754
berkolds@calarts.edu

C-014-001

Thank you for your comments describing the cultural importance of the Latvian Evangelical Lutheran Church. Please see Section 2.5.1 of the Final EIS for a description of the refined Segment A alternatives that avoid displacing the church.

Studentu Korporācija
GUNDEGA
Seattle's grupa

copy

Pat McCarthy
Sound Transit Board Administration
401 So. Jackson Street
Seattle, Wa. 98104

September 14, 2013

Dear Ms Pat McCarthy,

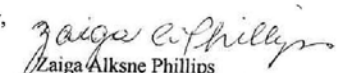
C-015-001 We, the members of the Latvian Sorority GUNDEGA, have reviewed the Draft Environmental Impact Statement, attended the community meetings and we are now expressing our deep concern regarding the possible destruction of the Latvian Center and the Church, the cultural pillars of the long standing Latvian and Baltic community. Our sorority members have attended important and historical events at the Church and the Center to meet the presidents of the Baltic countries, to support the UW Baltic study program, to participate in religious services and educational gatherings, as well as to share in ethnic and personal life celebrations. The Church and the Center are the glue holding our organization and our community together, allowing it to grow while preserving Latvian ethnicity and culture. The Latvian sorority tradition dates back to 1920s and remains an important part of the Latvian women's lives across generations. Interrupting or eliminating the access to the Church and the Center would severely disrupt our ability to continue our traditions and share our rich cultural heritage with the city of Seattle.

C-015-002 It is of utmost importance that the Lynwood Link Extension construction allows the continued access to the Center, that the caretaker's house is reconstructed and that there is a minimal long-term disruption to the Center's function due to noise disturbance.

Do not allow the proposed transit line to destroy the Latvian Center, Church and the Latvian community.

We have enclosed our signatures.

Sincerely,


Zaiga Alksne Phillips
The president, Latvian Sorority Gundega
10040 Ne 27th Street
Bellevue, Wa. 98004

C-015-001

Thank you for your comments describing the cultural importance of the Latvian Evangelical Lutheran Church. See Section 2.5.1 for a description of the refined Segment A alternatives that avoid displacing the church.

C-015-002

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained, although a portion of land on the church property would be acquired for the Preferred Alternative and other at-grade alternatives. Elevated alternatives would also require a portion of the church property.

Several sections in the Final EIS have been updated to address these changes: Section 2.5.1 describes the Preferred Alternative and the refinements in other alternatives for Segment A; Section 4.1 describes the acquisition impacts; Section 4.4 describes impacts to community facilities and neighborhoods. In addition, Appendix F presents revised conceptual engineering plans for the refined Segment A alternatives; Appendix I-4.1 contains detailed maps and tables concerning acquisition, displacement, and relocation requirements for each Segment A alternative, and Appendix G has visual simulations.

As noted in Section 4.1, any acquisition of property, including a portion of a property, would require fair compensation to the property owner in accordance with Sound Transit policy and federal and state law.

Marisa Way-Regainis 11535 Cortiss Ave N Seattle 98133 *Marisa Regainis*
 ZAVEN A. PHILLIPS 10040 NE 27th ST BELLEVUE 98004 *Zaven Phillips*
 INESEK. ABERS 18534 Meridian Ave N ~~SHORELINE~~ *Shoreline* *Inesek Abers*
 98123
 Nija Fauda 1741 NE 105th Seattle WA 98125 *Nija Fauda*
 Janija Matiss 20726 S, 15th Ave So, SeaTac 98198
Janija Matiss
 Indra OZOLNIERS 1534-4th St. Kirkland, Wa. *Indra Ozolniers*
 98033
 Uija Hafemann 7610 SE 76th St. Mercer Island WA 98040 *Uija Hafemann*
 Maija Udris-Bitte 4637-129th Ave SE, Bellevue, Wa. 98006 *Maija Udris-Bitte*
 Maija Ikskums 4244-89th Ave S.E. Mercer Island, WA 98040 *Maija Ikskums*
 Ruta York 14527 SE 183 Street, Renton, WA 98058 *Ruta York*
 Daidra R. UPANS 11515-4th Ave. NE, Seattle, WA 98135
Daidra R. Upans
 Melissa Finn 15824 SE 170th Street, Renton, WA 98058
 Sintija Phillips 11624 NE 92nd St. Kirkland WA 98032
Sintija Phillips
 MARUTAMATISS PO Box 98765 Redmond WA 98199 *Maruta Matiss*



September 8, 2013

Mežotne, Latvian Children's Language Camp
Inese Graudiņš, Director
3902 San Mar Drive NE
Olympia WA 98506

Sound Transit
Comments c/o Lauren Swift
401 Jackson St
Seattle WA 98104

C-016-001 *Having reviewed the Lynnwood Link Extension DEIS, 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“.*

As a Latvian language camp for 3 to 14 year olds, Mežotne draws its camp participants, counselors, and staff from the various Latvian communities along the West Coast, predominantly from the Seattle metropolitan area. The Latvian language and knowledge of our heritage is a critical staff requirement in order for the camp to function. Thus the continued existence of the Latvian Church and Community Center is of major importance to our existence as well. This is the place where our families have a common bond, a common history, and a language school for their children.

We are now in the third generation of community members born in the U.S. who are still highly immersed in the language and the culture of Latvia, while being just as involved in their American communities. It takes a great deal of effort, time, and money to live in two parallel cultures, and the Latvian community is doing it! We do not want that jeopardized!

Access to and continued use of the Latvian Church and Community Center during construction and long term operation of the Lynnwood Link Extension without undue noise and access problems needs to be guaranteed so that our community does not lose its continuity, so that we are not displaced by obstacles not under our control.

Respectfully yours,

Inese Graudiņš, Director
Mežotne, Latvian Children's Language Camp
Inesegradini@comcast.net

C-016-001

Thank you for your comments describing the cultural importance of the Latvian Evangelical Lutheran Church. See Section 2.5.1 for a description of the refined Segment A alternatives that avoid displacing the church. Construction of the light rail guideway in proximity to the Latvian Evangelical Lutheran Church would take approximately 1 to 2 years.

Construction work would predominantly occur between 8 am and 6 pm during weekdays with occasional nighttime and weekend construction. Near-term construction activities would be communicated to adjacent property owners through a proactive community outreach plan and may include newsletters, Internet postings, community meetings, and direct contact by a Sound Transit representative. Reconstruction of the noise wall on the west edge of the church property would require negotiation of a temporary construction easement that would be negotiated prior to the start of construction. Sound Transit's intent is to maintain access to the church and community center during construction, although the access may shift as the realigned city street is constructed. Please see the following sections of the Final EIS regarding noise: Section 4.7.3 long term impacts, Section 4.7.4 construction impacts, and Section 4.7.7 for proposed mitigation measures.

185th STATION CITIZEN COMMITTEE SHORELINE, WASHINGTON

September 10th, 2013

c/o Lauren Swift

401 S. Jackson Street

Seattle, WA. 98104

Dear Sound Transit Board,

On behalf of the 185th Station Citizen Committee (185SCC), I submit the following letter of comment concerning the Draft EIS report Sound Transit prepared for the Lynnwood Link Extension project.

The 185th Station Citizen Committee is a neighbor-led community group that helps to educate our neighborhoods about Sound Transit's plans; serves as a public forum to discuss the ramifications of these plans on our area; and then in turn functions as a liaison to Sound Transit to present our community's concerns, issues, and priorities. For the last year 185SCC has been working with the City of Shoreline, Futurewise and Senior Services to educate and collect public input comments about the design of the 185th Street Station and surrounding station-area. The comments listed in this letter reflect comments collected during three community visioning meetings, monthly public meetings, and four public outreach events.

The 185SCC commends the work that Sound Transit has conducted for the last two years resulting in the Lynnwood Link Extension DEIS.

C-017-001 As residents of the surrounding neighborhoods, we stand ready to embrace, work for, and support the creation of an integrated station area which fully connects and complements our neighborhood. Unfortunately, in reviewing the Lynnwood Link DEIS, we are greatly concerned by some of the options and details outlined. In broad terms, it would seem that the City of Shoreline is being asked to accommodate a large Park & Ride facility for a commuter railroad. While we recognize that one of the goals of Sound Transit's Light Rail system is to meet the needs of commuters, this is not its only use, nor the only goal identified by the Sound Transit Board. The station needs to support, and be oriented towards, the community; just as much as the community is ready to support the station.

1

C-017-001

The proposed parking facility at the NE 185th Street site was developed considering the project's objectives of good multi-modal connections to fast, frequent and reliable two-way transit service serving the corridor communities. The 500-space parking garage would be one element of access for a station expected to serve 6,600 daily riders, most of which are expected to be coming from the surrounding community via transit, biking or walking. Other proposed stations for the corridor at about 2 mile intervals also help distribute the need for parking. The overall station site for the Preferred Alternative features a parking garage that is adjacent to and west of I-5 and across the freeway from the station area. Other alternatives include a parking garage to the east of I-5, adjacent to the station. Sound Transit has also worked closely with the City of Shoreline, which has undergone its own station planning study and environmental review focusing on the areas surrounding the station.

We advocate for a complete and connected community around the future Link light rail station along I-5 at NE 185th Street. In general, we as a community have three goals for the final design of the 185th Street Station.

C-017-002 I. PUBLIC SAFETY & ACCESSIBILITY

First and foremost we want to ensure the safety of our neighbors and fellow travelers by prioritizing pedestrian, transit connectivity, and bicycle access to the station. We recognize that optimizing pedestrian access will also require an analysis of the transit stops surrounding the station to ensure maximum ridership. Studies show that out-of-vehicle waiting experience at transit stops can be even more important than in-vehicle experience ⁽¹⁾.

C-017-003 II. TRANSIT-ORIENTED DEVELOPEMNT

Secondly, we want to increase the potential for transit oriented development (TOD) surrounding this station. Following Sound Transit's TOD policy, the station's conceptual design was analyzed 5 months ago to determine the potential for TOD, and it was found to be "limited" rising only to "moderate" assuming that a nearby landholder (Shoreline Schools) eventually transfers the property to be re-developed. This seems like a faulty assumption, since the presence of a light rail station is bound to encourage increased residential density and might require the school district to utilize its North City Elementary property. Most of the details proposed in the DEIS do not follow the Sound Transit Board's guidance to facilitate TOD strategies on its own property and in areas around its transit facilities ⁽²⁾.

III. STATION DESIGN

Finally, we want to minimize the visual and audible impact of the trains for the surrounding residential neighborhoods. We also wish to have a station that is inviting, serves as a focal point of our neighborhood, and reflects our community's cultural diversity.

C-017-004 The Draft EIS lays out 3 conceptual design options for the 185th Street Station and we strongly prefer the specific design features listed below:

C-017-002

Access to the proposed light rail stations for non-motorized users and feeder bus lines is described in Section 3.2 of the Final EIS. Features include pedestrian and bicycle access to and from feeder bus lines, park-and-ride facilities, and surrounding streets. Each station would include bicycle storage. Section 2.5.1 of the Final EIS describes factors affecting the range of alternatives, one of them being the maximization of existing transit infrastructure. Analysis of the existing regional transit including service characteristics, ridership, and travel times; transit level of service; and local and sub-regional transit is provided in Section 3.1.2. Section 3.2.2 provides an overview of long-term impacts to regional transit.

C-017-003

The Draft EIS considered TOD potential in the comparison of alternatives and impacts analysis, particularly in the assessment of potential indirect impacts related to the project. As noted in your letter, Sound Transit's TOD policy states that the agency will assess TOD during project development to help determine the potential for future development in and around a proposed station location. Assessments were conducted at all proposed station locations based on existing conditions. When the assessment was conducted for the Draft EIS, zoning around the NE 185th Street Station was primarily single-family residential. Shoreline has subsequently conducted a station area planning and environmental review process for the area, examining potential changes in the types of development that could be allowed in the station area, with the city's final plan updates occurring in 2015. For the Final EIS, Sound Transit updated the TOD report, which is available on the project web site. Implementation of TOD policy continues through final design, construction, and post construction. Implementation includes identifying TOD opportunities and strategies as well as partnerships with public and private interests as noted in Section 4.2.4 of the Draft EIS.

- C-017-004**
 - We strongly prefer the at-grade train tracks and center platform design shown in Option 1. The vast majority of the public input we've collected in relation to track design preferred the at-grade option.
- C-017-005**
 - When Sound Transit rebuilds the NE 185th St Bridge to install at-grade tracks (as shown in Option 1), enhanced pedestrian, bike and transit access should be prioritized. This should include covered walkways, bike lanes, and dedicated transit lanes.
 - Encourage pedestrian safety and access by building sidewalks to/from the station.
- C-017-006**
 - Add appropriate traffic control devices and/or design elements to promote safety for commuters, neighborhood residents, and vehicles at the redesigned intersection of NE 185th St and 5 Ave NE (as shown in option 1).
 - Transit access loop turning into the station from 8th Ave NE and exiting the station via NE 185th St (as shown in Option 1).
- C-017-007**
 - Parking garage to be located on the West side of I-5 along NE 185th St (as shown in Option 1).
- C-017-008**
 - Reconfigure the station site (as shown in Option 1) to maximize potential Transit-Oriented-Development (TOD) immediately adjacent to the station.
 - 1. Move the bioretention cells currently located in the "Landscaped Area" if possible.
 - 2. Move service vehicle parking & ancillary buildings (locate south of/under the 185th St Bridge?) if possible.
 - 3. Rather than include a large (.75 acre) blank "Landscaped Area" next to the station, design to include a smaller town-square type public space-point to allow more room, and a focus for TOD.
 - Enhance potential TOD development by designing station "overbuild" to provide commercial and/or community space above the station. Besides allowing the best possible integration of the station with local businesses, this would further shield the neighborhood from the sights and sounds of the highway and light rail.
- C-017-009**
 - Include architectural and artistic elements to the station building and surrounding area to create a station with an aesthetic and 'personality' that reflect our community's cultural diversity. For instance, one suggestion that

3

C-017-004

Your preference for Option 1 for the NE 185th Street Station design is noted.

C-017-005

Section 2.4 of the Final EIS describes the typical features of light rail alternatives, including accommodations for pedestrians, bicyclists, and feeder bus services at light rail stations. Section 2.2 of the Final EIS has updates for the Preferred Alternative. Section 3.2 of the Final EIS discusses features of the proposed project as it relates transit features and non-motorized facilities, and describes the effects that are associated with the different alternatives. Further details are shown in the Conceptual Plans (Appendix F) and the *Transportation Technical Report*, both provided on CD with the Draft and Final EIS and available on the project website.

C-017-006

Thank you for your comments and recommendations for improved circulation and safety near the NE 185th Street Station. Design for the NE 185th Street Station area would include intersection traffic control to manage the many travel modes and access to the station.

C-017-007

Your preference for Option 1 is noted.

C-017-008

Thank you for your comment regarding transit-oriented development (TOD). Overbuilding of a station or parking garage to provide development opportunities involves a number of trade-offs. As you mentioned, the option to develop the stations in this way is allowed in Sound Transit's TOD Policy, and the current designs do not preclude the opportunity. Sound Transit will consider a joint development project if a

C-017-009 | we received from the Korean community was to add a contemporary Korean pagoda roof top to the design.

C-017-010 | • Our neighborhood prizes its many green spaces, and especially its trees. In designing the station, re-location of streets and services, and organizing the construction at the site we encourage Sound Transit to preserve as many of our mature trees as possible, and to re-plant the areas disturbed to restore and maintain our 'urban forest'.

C-017-011 | • Consider shifting the station (as shown in Option 1) towards the south approximately 150 feet, partially "under" the 185th St Bridge so east bound pedestrian and bicycle traffic on NE 185th St can access the station via an escalator. This would decrease the amount of vehicles making left turns into the station, and significantly reduce the number people needing to use the crosswalk across NE 185th St - a busy arterial that will become more congested with the opening of the station.

Thank you for your consideration. We look forward to working with Sound Transit and representing the needs of our community as the design process for the 185th Street Station moves forward. We accept that great changes are coming to our neighborhoods with the arrival of Light Rail, and we understand that many more commuters will begin travelling through our community. However, as the future neighbors of a Sound Transit Station we remain dedicated to the idea that this must be much more than a commuter-centric park-and-ride. We need you to work with us so that this station will be a vital community hub as part of the entire regional public transit system. It is what our neighborhood demands and deserves. We hope that together with Sound Transit and the City of Shoreline we can create a truly great station, station area, and transit-oriented neighborhood.

Sincerely,



Suzanne Wynne
Co-Chair, 185th Station Citizen Committee

References:

- 1) http://www.transitwiki.org/TransitWiki/index.php?title=Pedestrian_connections
- 2) <http://www.soundtransit.org/Documents/pdf/about/board/resolutions/2012/Reso2012-24-Attachment%20A.pdf>

number of conditions are met, including having an interested development partner. Currently, there have been no proposals from parties interested in joint development at the Lynnwood Link Extension stations, but Sound Transit will continue to investigate possibilities.

C-017-009

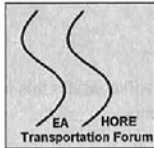
In Section 4.5.2 of the Draft EIS, it states that Sound Transit would develop design criteria with input from local jurisdictions and WSDOT; and Sound Transit would adhere to the local jurisdiction's design standards in station areas, if applicable, to promote visual unity in these areas.

C-017-010

Sound Transit will comply with all applicable tree protection standards in City of Shoreline Municipal Code 20.50 Subchapter 5. Sound Transit would minimize vegetation clearing, as noted in Section 4.8.6 of the Draft EIS.

C-017-011

In the Final EIS, all alternatives include a station at NE 185th Street to the north. Because siting of a station requires a straight track, an alignment south of NE 185th Street is infeasible. The Final EIS Chapter 2 has more detail on the Preferred Alternative.



September 12, 2013

Ms. Lauren Swift
Sound Transit
401 S. Jackson Street
Seattle, WA 98104

RE: Lynnwood Link Draft Environmental Impact Statement

Dear Ms. Swift:

On behalf of the SeaShore Transportation Forum, an advisory board of elected officials from Seattle, Shoreline, Lake Forest Park, Kenmore, Bothell, Woodinville, Edmonds, Mountlake Terrace, King County, and Snohomish County, we are writing to provide our input on the station locations being considered for Sound Transit's Lynnwood Link extension as part of the Draft Environmental Impact Statement (DEIS). Several of our member jurisdictions have already provided input, but we wanted to add our comments that reflect our mutual positions.

C-018-001

The SeaShore Transportation Forum supports stations at 145th and 185th, and suggests that Sound Transit should give strong consideration to an additional station at 130th if the funds are available. In addition, the SeaShore Transportation Forum supports the eastern alternative for the Mountlake Terrace station over the freeway alternative.

C-018-002

In addition to support for these station locations, we want to emphasize the importance of providing access to transit, including local bus feeder service and enhanced bicycle and pedestrian facilities to improve the transfer experience. We strongly encourage Sound Transit and its transit partners to look at the entire system when making decisions such as where to locate parking facilities and the requisite size of the facilities with the goal of improved access for all modes and reduced congestion near the stations. Transit oriented development at key station locations should also be considered as a way to increase access to transit.

C-018-001

Your preference for stations at NE 145th Street and NE 185th Street, and support for further consideration of a station at NE 130th Street is noted. In November 2013, the Sound Transit Board identified an at-grade and elevated alignment with stations at NE 145th and NE 185th streets (Alternative A1 with modifications) as the Preferred Alternative in Segment A. The Board also directed further study of options to add a station at NE 130th Street or to make provisions for a future station. The Sound Transit Board identified an elevated station crossing over NE 236th Street east of I-5 as the station alignment for the Preferred Alternative in Segment B. The freeway station remains part of Alternative B4. The 130th Street Station remains part of the other A alternatives (A5, A7, A10, A11) aside from the Preferred Alternative.

C-018-002

Sound Transit designed the project to provide good access for all modes, and worked with local jurisdictions and transit agencies to identify effective station sites and access plans for the proposed alternatives. Access to the proposed light rail stations for non-motorized users and feeder bus lines is described in Section 3.2 of the Draft EIS. Features include pedestrian and bicycle access to and from feeder bus lines, park-and-ride facilities, and surrounding streets. Each station would have bicycle storage. Section 2.6.1 of the Draft EIS describes factors affecting the range of alternatives, one of them being the maximization of existing transit infrastructure. Analysis of the existing regional transit including service characteristics, ridership, and travel times; transit level of service; and local and sub-regional transit is provided in Section 3.1.2. Section 3.2.2 provides an overview of long-term impacts to regional transit.

Implementation of TOD policy continues through final design, construction, and post construction. Implementation includes identifying

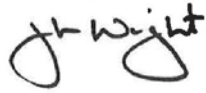
TOD opportunities and strategies as well as partnerships with public and private interests as noted in Section 4.2.4 of the Draft EIS.

Ms. Lauren Swift
September 12, 2013
Page 2

We hope that the Sound Transit Board will consider this input as it makes decisions about station locations and related transit improvements.

Thank you for your consideration.

Sincerely,



John Wright
Councilmember
Lake Forest Park
Co-Chair
SeaShore Transportation Forum



Chris Eggen
Deputy Mayor
Shoreline
Co-Chair
SeaShore Transportation Forum

cc: SeaShore Forum members
Governor Jay Inslee



World Federation of Free Latvians
400 Hurley Avenue, Rockville, MD 20850-3121 U.S.A.
Tel. (301)340-7646, e-mail: pblaASV@verizon.net

August 29, 2013

Sound Transit
Comments c/o Lauren Swift
401 Jackson St.
Seattle, WA 98104

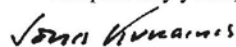
To whom it may concern:

C-019-001 It has come to our attention that with the extension of the Sound Transit system in the Seattle area the Latvian church and community house may perish. The World Federation of Free Latvians (WFFL), which is the umbrella organization for Latvian communities outside of Latvia, and among whose duties it is to preserve the Latvian heritage - language and culture - as long as possible, hopes that an alternate solution can be found and this particular property will stay unaffected.

The Latvian community in the USA is not a large one and with every passing year, it is more and more challenging for the various Latvian groups to maintain their churches and community centers. The Latvian church and community center in Seattle is particularly important as it is the only one in the state of Washington.

Please give this matter your closest attention and consideration.

Respectfully yours,


Jānis Kukainis
President, WFFL

C-019-001

After the publication of the Draft EIS, the Sound Transit Board subsequently directed Sound Transit to explore a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall (also called the cultural center). Access to the property and its functions have been maintained, although a small portion of land on the property's edge would be acquired for the Preferred Alternative and other at-grade alternatives. Elevated alternatives would also require a portion of the church property, but an elevated design by the church is not the Preferred Alternative.

Several sections in the Final EIS have been updated to address these changes including: Section 2.5.1 describing the refined alternatives for Segment A; Section 4.1 describes the acquisition impacts; Section 4.4 describes impacts to community facilities and neighborhoods; Appendix F presents revised conceptual engineering plans for the refined Segment A alternatives; Appendix I-4.1 contains detailed maps and tables concerning acquisition, displacement, and relocation requirements for each Segment A alternative, and Appendix G has visual simulations.

Latvian Evangelical Lutheran Church Abroad

Archbishop Elmārs Ernsts Rozītis
Schelztorstr.25, D-73728 Esslingen
Germany
Tel +49-711-354623
ERozitis@t-online.de

Ms. Pat McCarthy, Chair of the Board
Sound Transit
County – City Building, Room 737
930 Tacoma Avenue South
Tacoma, WA 98402-2100
U. S. A.

August 16th, 2013

Ms. Pat MacCarthy, Chair of the Board, Sound Transit

Dear Ms. McCarthy,

We have learned, with concern, about the probable adverse effects of a proposed train line on our Seattle Latvian Lutheran Church.

This congregation is a key element for us not only in the US Pacific Northwest, but for our Church in general.

The Seattle congregation also is historically significant to our Church. The late archbishop Dr. Kārlis Kundziņš was part of the congregation while the head of the entire Latvian Evangelical Lutheran Church Outside Latvia. Also, my predecessor archbishop Arnolds Lūsis was consecrated here.

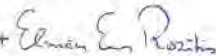
Our Seattle congregation not only provides spiritual care for over 300 members and shelters a school, but its social hall is used for a wide range of religious, cultural and education events.

The Seattle Estonian Lutheran Congregation also has its regular services in the church.

Forcing the congregation from its property, or even compromising its ability to function effectively because of loss of space, or because of noise and vibration, would deal a blow to the community from which it may not recover. Please consider the effects of this on the membership – particularly children, youth and the elderly.

Please choose construction alternatives which would allow this church and community to continue its important work.

Sincerely yours

+ 
+ Elmārs Ernsts Rozītis
Archbishop



C-020-001

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained, although a portion of land on the church property would be acquired for the Preferred Alternative and other at-grade alternatives. Elevated alternatives would also require a portion of the church property.

Several sections in the Final EIS have been updated to address these changes including: Section 2.5.1 describing the refined alternatives for Segment A; Section 4.1 describes the acquisition impacts; Section 4.4 describes impacts to community facilities and neighborhoods; Appendix F presents revised conceptual engineering plans for the refined Segment A alternatives; Appendix I-4.1 contains detailed maps and tables concerning acquisition, displacement, and relocation requirements for each Segment A alternative, and Appendix G has visual simulations. Section 4.7.3 of the Final EIS discusses noise and vibration impacts and Section 4.7.7 describes the proposed mitigation measures that would be applied.

EELK SEATTLE KOGUDUS

Seattle Congregation of the Estonian Ev. Lutheran Church

(Services at the **Latvian Lutheran Church**)

Sound Transit, Comments

c/o Lauren Swift

401 Jackson Street

Seattle, Washington 98104

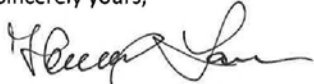
Dear Folks at Sound Transit!

C-021-001

We have just received some most disturbing news: that you are planning to take away the driveway of the Latvian Lutheran Church at Northgate. That would remove any access to that beautiful and essential building, rendering it totally useless! Please, please try to do what you have to do in some other way! Our Estonian Congregation and other cultural organizations have been using that facility for many years!

Thanking you for your consideration,

Sincerely yours,



The Rev. Hendrik Laur, Pastor

September 11, 2013

C: The Rev. Daira Cilnis

C-021-001

The Sound Transit Board directed Sound Transit to explore a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering that Sound Transit undertook to avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall (also called the cultural center). Access to the property and its functions have been maintained, although a small portion of land on the property's edge would be acquired for the Preferred Alternative and other at-grade alternatives. Elevated alternatives would also require a portion of the church property, but the existing roadway access would remain in place.

Several sections in the Final EIS have been updated to address these changes including: Section 2.5.1 describing the refined alternatives for Segment A; Section 4.1 describes the acquisition impacts; Section 4.4 describes impacts to community facilities and neighborhoods; Appendix F presents revised conceptual engineering plans for the refined Segment A alternatives; Appendix I-4.1 contains detailed maps and tables concerning acquisition, displacement, and relocation requirements for each Segment A alternative, and Appendix G has visual simulations.



Seattle Estonian Society
3010 North 24th Street
Tacoma, WA 98406

September 19, 2013

Sound Transit
401 South Jackson Street
Seattle, WA 98104

Dear Transit Board:

Please do all you can to preserve the dignity of the Latvian Community Center and Church. We respectfully request that the Latvian Center remain at its present location and that it remain accessible to the Baltic community during link construction.

C-022-001

The Latvian Center serves as the heart of the Baltic community in the Seattle area. The Center is where we come to:

- Celebrate our heritage and teach our children the Estonian, Latvian and Lithuanian languages;
- Give back to our community by raising funds for the University of Washington Baltic Program (one of only a handful of University programs in the United States that teaches Estonian, Latvian, and Lithuanian languages, literature, and culture);
- Honor our fallen veterans who fought for independence in Estonia, Latvia, and Lithuania against the Soviets;
- Honor our veterans who fought in Korea (most not yet citizens), Vietnam, and the Gulf Wars; and Afghanistan;
- Welcome newly minted U.S. citizens who have immigrated from Estonia, Latvia, and Lithuania, helping them to acclimate to the United States;
- Remember the thousands forcibly deported to Siberia, many never to return to their native land;
- Host visiting dignitaries, notably the Presidents of and Ambassadors from Estonia, Latvia and Lithuania (the Latvian Center is no stranger to Secret Service agents conducting security sweeps);
- Celebrate christenings and weddings, and mourn our fallen friends.

Looking back to our homelands is not an exercise in history; many members of our Estonian, Latvian, and Lithuanian communities are first generation immigrants who know what it means to have their homeland stolen by the Soviets, fight for that homeland, and live to see it independent once again.

The Seattle Estonian Society, which represents Estonians across Washington State, but has the greatest proportion of members in Seattle, earnestly requests that you consider the reverberating consequences of closing the Latvian Community Center. We respectfully request that the Latvian Center remain at its present location and that it remain accessible to the community during link construction.

In hope of a positive response,

Ene Kristi Urv-Wong
President
Seattle Estonian Society

cc: IW
DPK

C-022-001

Thank you for your comments describing the cultural importance of the Latvian Evangelical Lutheran Church. Please see Section 2.5.1 of the Final EIS for a description of the refined Segment A alternatives that avoid displacing the church.

Sound Transit
Draft EIS Comments c/o Lauren Swift
401 S. Jackson Street
Seattle, WA 98104

September 23, 2013

Delivered via email to: LynnwoodLinkDEIS@soundtransit.org

RE: Parkwood Neighborhood Association Comments on the Draft EIS for the Lynnwood Link Extension

Dear Ms. Swift,

The Parkwood Neighborhood Association is pleased to have the opportunity to submit these comments on the Draft Environmental Impact Statement for the Lynnwood Link Extension. The location of Shoreline's Parkwood Neighborhood on the west side of I-5 (opposite the proposed light rail line but within close proximity to both the 145th and 155th proposed stations) means that our neighborhood would experience few direct impacts from the physical placement of either station and the light rail line on the east side of I-5, but could be subject to indirect impacts to traffic, mobility (walking, biking, and bus transit), schools, Twin Ponds Park, and the natural environment. With these factors in mind, we have focused our review of the Draft EIS and our comments by identifying potential impacts to the Parkwood Neighborhood from the stations proposed at 145th and 155th streets.

C-023-001 **Traffic Impacts:** Both stations would increase traffic and local street congestion in our neighborhood during peak commute times. Parkwood Elementary School is located on the south side of N. 155th St. (at Wallingford Ave. N) within one-half mile of the proposed 155th station. Increased traffic on 155th is a safety concern for our students at pedestrian crosswalks located at Meridian Ave. N and at Wallingford Ave. N and also for bus and parent drop-off/pick-up traffic at the school. In addition, the 20 mph speed limit on 155th within the school zone would cause backups and increase traffic congestion for commuters heading to and from the 155th Station during portions of the morning commute that overlap with the beginning and end of the school day. School crossing guards and a lighted crosswalk currently stop traffic for students crossing at 155th and Wallingford in front of the school. This busy crossing would further delay commuter traffic to and from the 155th station and increase the risk to students crossing at this intersection. Adding a traffic signal at Wallingford might improve pedestrian safety but may not ease congestion on 155th and may prove to be problematic because of the steep hill and poor sight distance on 155th. In contrast, a station located at 145th would avoid these traffic impacts because the posted speed limit is 35 mph, and the entrance to Lakeside School is off of 1st Ave NE in Seattle.

Our familiarity with neighborhood traffic patterns suggests that both the 145th and the 155th stations would increase traffic on both Meridian Ave. N and on 1st Ave. NE as commuters seek out neighborhood streets for routes to the north and south. The 155th station could result in more traffic impacts to Meridian Ave. N and to 1st Ave. NE because there are no freeway ramps at

Parkwood Neighborhood Association

Page 1

Lynnwood Link DEIS Comments

C-023-001

Traffic impacts and multi-modal conflicts were addressed in the Draft EIS and updated in the Final EIS. The Sound Transit Board identified the NE 145th Street Station as part of the Preferred Alternative rather than the NE 155th Street Station, although the Final EIS continues to evaluate all of the alternatives. The Sound Transit Board will ultimately determine the alternative to implement and the project to be built after the Final EIS has been issued.

C-023-001 155th like there are at 145th. The Evergreen Elementary School is located on Meridian Ave. N between 145th and 155th and is already a source of traffic congestions on Meridian due to student traffic and the 20 mph speed limit when school is in session. We are concerned that both station locations would add to the existing traffic congestion on Meridian and compromise the safety of Evergreen students. Regardless of which station is chosen, Impacts to Meridian Ave. N and 1st Ave. NE will require careful consideration and possible mitigation. It helps put the potential traffic impacts on the schools and local roads in perspective by considering that the anticipated boardings at the 155th station (and the increase in people moving through our neighborhood) is about twice the combined student body population of the Parkwood and Evergreen elementary schools (700 students) that are an existing source of traffic congestion. A station at 155th would essentially add the traffic of two more elementary schools to our neighborhood.

We feel that a station located at 145th would result in fewer traffic impacts to our neighborhood than a station located at 155th because 155th lacks freeway ramps and because 145th is a major arterial with four lanes of traffic and higher speed limit. Most traffic on 155th is currently local and not tied to I-5. In contrast, 145th is used for both local, cross-town traffic and for access to I-5. Presumably some of the commuter traffic on 145th bound for I-5 would instead go to the 145th station or be replaced by public transit, biking, and walking. Traffic volumes on 145th are considerably higher than 155th, so any increase in traffic on 145th caused by a light rail station there would be relatively less compared to the increased traffic on 155th caused by a station at 155th. In addition, 145th is better suited for a station because the road provides better eastward connectivity to communities located beyond Lake City Way, whereas 155th ends at 15th Ave. NE and forces eastbound traffic to split north and south around Fircrest and Hamlin Park.

C-023-002 Regardless of the station location, the station design should discourage automobile use (by constructing smaller parking garages than proposed in the Draft EIS) and encourage infrastructure improvements that favor alternative means of transportation such as bus, bikes, and walking. Because the City of Seattle has prohibited a parking structure at the 130th station, a 500- to 650-car parking garage at 145th would draw more vehicles to Shoreline's 145th station under Alternatives A10 and A11 (which also include a station at 130th). We prefer smaller parking garages at the Shoreline stations to reduce vehicle traffic on our neighborhood streets, reduce property acquisitions in the Ridgecrest neighborhood, and to preserve the character and safety of our neighborhoods. The station designs should also consider the potential for increased cut-through traffic on residential streets and mitigate these impacts with traffic-calming or other measures. In particular, we are concerned about cut-through traffic on N 147th and N 148th streets between 1st Ave. NE and Meridian Ave. N. for a station located at 145th and cut-through traffic on Corliss Ave. N and N 160th St. for a station located at 155th.

C-023-003

C-023-004 **Pedestrian and Bike Accessibility:** Both the 145th and 155th stations will increase pedestrian and bicycle activity in the Parkwood Neighborhood, which are more desirable modes of travel than vehicular traffic and the parking facilities that would be needed for cars. Bicycle access to the 145th station location is currently poor due to a lack of existing bike facilities in the area, the dangerous sidewalks and limited right of way along 145th, and the poor connectivity of neighborhood streets imposed by I-5 and the hilly topography. Although future bike facilities

C-023-002

As described in Section 2.3 of the Final EIS, station access is intended to serve a variety of user types including non-motorized users, those commuting by automobile, and those arriving on bus. Park-and-ride spaces are part of a balanced approach to access, and they can help minimize parking impacts to neighborhoods while providing access to light rail for areas transitioning from suburban to urban densities. Consistent with its adopted System Access Policy, Sound Transit will continue to refine the station access plans for the project during final design.

C-023-003

In the areas that you reference, the potential for cut-through traffic may exist with or without the light rail project and parking garages. Along N 145th Street, the potential would be related to how existing signals operate (and where left-turn pockets are available) for southbound traffic accessing N 145th Street; as well as the reverse movement, i.e., northbound traffic from N 145th Street accessing Meridian Avenue. General traffic could seek cut-through routes between these two points, not just light rail station traffic. Likewise, the second location noted on Corliss at N 160th is a location with a pre-existing issue related to cut through traffic.

At NE 148th Street between 5th and 8th Avenues, near the 145th Street station, there is the potential for cut through traffic more directly related to station traffic.

In Section 3.6.4, the EIS notes that in areas where cut-through traffic due to the stations may occur, signage as well as more active calming treatments could be considered, and Sound Transit would coordinate with the City to determine the most appropriate measures.

C-023-004 connecting to 145th are planned by the City of Shoreline on Meridian Ave. N and 5th Ave. NE, safe access for pedestrians and cyclists from these streets to the 145th station would need to be provided along 145th, where sidewalks are dangerously narrow and lack any sort of buffer from four lanes of 35-mph traffic. Creating space for pedestrian and bike facilities along 145th would need to consider a road diet, property acquisition, or a combination of both. Alternatively, east-west bicycle traffic could be routed one block north and south of 145th to neighborhood streets converted to greenways with safer east-west connectivity to regional bike facilities. Both options would require widening the sidewalk on the north side of the 145th overpass at I-5 or adding a new pedestrian/bike bridge over I-5 to replace the dangerously narrow sidewalk. In lieu of improvements to 145th, Parkwood residents that choose to bike or walk to the 145th station might be best served by a pedestrian and bicycle trail that parallels the west side of the southbound I-5 exit ramp and connects with the east end of NE 147th St. and leads safely to bike facilities and sidewalks along 1st Ave. NE and established bike facilities along 155th (which connects with the Interurban Trail). This trail could also be extended south, combined with the partial daylighting of Thornton Creek behind Aegis, and connected to the trail through Twin Ponds Park.

C-023-005 **Twin Ponds Park:** Both stations would increase traffic on 1st Ave. NE and impact the character of Twin Ponds Park and the park amenities. Parking along 1st Ave. NE is already at capacity during soccer games and is a safety concern with vehicle loading and unloading along the road. Increased traffic on 1st Ave. NE would also impact the safety of senior residents from Aegis that periodically cross the street to visit Twin Ponds Park. Parking restrictions would need to be imposed at the park to prevent overflow parking from a station located only one block away on 155th. Regardless of which station is selected, sidewalks should be extended along the entire length of 1st Ave. NE from 145th to 155th to increase walkability to the light rail station and pedestrian safety. More crosswalks and a lighted, pedestrian-activated crosswalk on 1st Ave. NE would address some of these safety concerns.

C-023-006 **Natural Environment:** As indicated previously, daylighting portions of Thornton Creek along a new pedestrian and bike trail west of the freeway would encourage mobility to either station while improving aquatic and riparian habitat and providing a natural amenity for the residents of Parkwood. Pedestrian use of the existing trail through Twin Ponds Park from Meridian Ave. (across from the Evergreen School) might also increase under either station option. Widening, lighting, and other improvements to this trail would encourage walking to either station. Extending a new trail spur eastward to 1st Ave. NE south of the ponds would also encourage walking to the 145th station.

C-023-007 **Summary:** Based on a consideration of both the impacts and the benefits of the Segment A Alternatives, the majority of the Parkwood Neighborhood Association Board favors a station located at NE 145th Street. Alternatives A1 and A3 (145th station) would result in similar impacts to Parkwood, and so we do not strongly favor one of these alternatives over the other. Alternatives A10 and A11 (Stations at 130th and 145th) could result in fewer impacts to Parkwood due to reduced boardings anticipated at 145th relative to other alternatives; however, the station footprint at 145th would be comparable to Alternatives A1 and A3. Consequently, we do not have a strong preference for Alternatives A10/A11 over Alternatives A1/A3. Alternatives

C-023-004

The streets reconstructed with the project would meet applicable city standards, which typically include sidewalks providing for pedestrian and bicycle use; station access plans also are considering all modes of access, including bicycling and walking. The Draft EIS Transportation Technical Report includes an inventory of pedestrian facilities within 1/2 mile of stations and bicycle facilities within 1 mile of stations. This inventory helped Sound Transit work with local jurisdictions on pedestrian and bicycle access planning in the station areas.

C-023-005

The NE 155th Street Station is one of the alternative station locations with the lowest forecasted ridership and therefore one of the lower pedestrian volume estimates. The estimated future PM peak hour period volume leaving the NE 155th Street Station is estimated at approximately 40 pedestrians per hour, based on the ridership forecasts (other riders are assumed to transfer to bus or are park-and-ride patrons). The pedestrians will primarily walk to the east and west from the station. While many pedestrian amenities are desirable near stations, the volume at the NE 155th Street Station is not anticipated to result in an impact to existing facilities.

The station garage is expected to accommodate the projected demand for park-and-ride; however, if the demand for transit increases, it is possible that all day parking of transit riders could occur where on-street parking is available within walking distance of the station. Section 3.6.7 of the EIS identifies measures that could be applied to discourage parking by transit users in the station areas. For example, signs restricting parking duration could be installed at Twin Ponds Park and along 1st Avenue NE.

C-023-006

Sound Transit appreciates your suggestions for park, trail and other

C-023-007 A5 and A7 (155th station) would have the greatest adverse impact on the Parkwood neighborhood while not serving local transit needs as much as other stations because the low anticipated boardings.

The Parkwood Neighborhood Association appreciates the opportunity to comment on the 145th and 155th station alternatives for the Draft Environmental Impact Statement for the Lynnwood Link Extension. We welcome Light Rail to the community because of the many benefits it will provide long into the future. We encourage Sound Transit to work the cities of Seattle and Shoreline and King County Metro Transit to encourage walking, biking, and bus transit over cars to get people to and from the stations. The Parkwood Neighborhood Association is committed to working with Sound Transit and the City of Shoreline to identify potential impacts to our neighborhood and to work collaboratively toward solutions that best serve the needs of our community.

Sincerely,

Chris Brummer, Parkwood Neighborhood Association Light Rail Committee Chair
Katie Schielke, Parkwood Neighborhood Association Chair

neighborhood amenities that could complement the regional investment in a light rail station serving the area. However, such improvements are beyond the scope of the proposed project.

C-023-007

Thank you for your comments on the Lynnwood Link Extension Draft EIS. Sound Transit acknowledges your preference for a station at NE 145th Street and your discussion of the pros and cons associated with the Segment A station alternatives. The Final EIS evaluates all the alternatives evaluated in the Draft EIS (with updated analysis when needed). The Final EIS also evaluates the Preferred Alternative the Sound Transit Board identified in November 2013, with a station at NE 145th Street.

Sound Transit
DEIS Comments c/o Lauren Swift
401 S. Jackson Street
Seattle, WA 98104

September 22, 2013

Dear Ms. Swift,

I am writing to you as a representative of the 145th/155th Street Station Citizens Committee. We are a group of neighbors who have recently formed to share information and ideas about the coming light rail and to be involved as much as we can in the process of reshaping our part of Shoreline. We all live in the Ridgecrest or Parkwood neighborhoods, both of which stand to see significant changes as a result of the light rail station. We are excited at the thought of rapid transit at our doorsteps, yet at the same time we have many concerns and questions about how it will affect our neighborhoods. Thank you for the opportunity to provide feedback on the Lynnwood Link Extension Draft Environmental Impact Statement.

Though not all members of our committee agree about which proposed station location will be best for the neighborhoods, our comments favoring both stations are outlined below.

C-024-001 General comments favoring the 155th station location:

- A station at 155th would split the impacts on the neighborhoods more evenly
- A station at 155th is more central to southern Shoreline, allowing more residents easy access
- A station at 155th is closer to Shoreline businesses
- 155th street already has bike lanes and turn lanes in place

C-024-002 General comments favoring the 145th station location:

- A station at 145th would allow for the redevelopment of 145th street (which is already badly needed) which won't happen if the station is located at 155th
- The 145th location has more room available around the interchange area for parking and fewer houses will be lost
- Station construction will make a smaller impact upon both Seattle and Shoreline residential areas at this location and the result will have a positive impact upon community development with minimum disruption
- Station development/art/grounds development are more open, do not require massive habitat removal, and place smaller commuter pressure from the surrounding neighborhood arterials

Though we do not unanimously agree on station location, we are united in our concerns for impacts to both neighborhoods. The remainder of this letter details our feedback on each of the relevant sections of the DEIS.

C-024-001

Your reasons for favoring a station at 155th Street are noted.

C-024-002

Your reasons favoring a NE 145th Street Station location are noted.

C-024-003 | Acquisition – property impacts

We would like to request that the fewest possible number of residents be displaced, and that the fewest possible number of properties be taken for the light rail line and the stations combined.

C-024-004 | Land use

Shoreline was recently named a Tree City, USA. We would like to request that Sound Transit retain as many trees as possible.

C-024-005 | Economics

We would like to request that Sound Transit pay special attention to commercial traffic during construction, and to mitigate negative impacts such as noise, dirt, and heavy loads on residential streets.

Some members view a 155th street station to be a better location for Shoreline business. In particular, the 155th street location is a direct line to the proposed Aurora Square redevelopment project.

Neighborhoods

Many of the concerns we discussed are about safety:

- C-024-006** |
 - Many residents have expressed opposition to a parking garage at the station location, as it will encourage more traffic
- C-024-007** |
 - Concern that the homeless population will be drawn to the station as a refuge
 - Concern about an increase in crime around the station
 - Concern about the safety of school crossings as more traffic comes into neighborhoods
 - Concern about the lack of adequate sidewalks and crosswalks at intersections
 - Concern about inadequate lighting in and near stations
- C-024-008** |
 - Concern that increased traffic at 145th will result in using side streets as “cut-throughs”
- C-024-009** |
 - Concern that light rail tracks may create a divide between east and west Shoreline
- C-024-010** |
 - Suggestion to mitigate traffic impacts by adding traffic circles to discourage “cut-throughs”
- C-024-011** |
 - Concern about increased traffic in general, no matter where a station is located
 - Request to separate pedestrian walkways from vehicle traffic on major streets leading to a station

Visual and Aesthetic Resources

We have concerns about trees, noise, and views:

- C-024-012** |
 - Concern in general about tree loss
 - Request to preserve as many existing trees as possible on 5th Ave NE
 - Request to replace any removed trees with mature trees
 - Request that the rail line be at grade as much as possible
 - Request mitigation in upper Ridgecrest for noise and views

C-024-003

As described in Chapter 2, Alternatives Considered (Section 2.6.1), Sound Transit's planning of the alternatives emphasized opportunities to minimize environmental impacts, particularly property acquisitions and displacements.

C-024-004

Sound Transit will comply with all applicable tree protection standards in City of Shoreline Municipal Code 20.50 Subchapter 5 and minimize vegetation and tree removal to the extent practical.

C-024-005

Mitigation measures to reduce impacts to residential streets during construction are described in Section 3.6 of the Draft EIS. The members' preference for 155th Station due to better access to existing businesses is noted.

C-024-006

Sound Transit would mitigate impacts on NE 145th Street or NE 155th Street as a result of additional traffic using the park-and-ride garages. Please refer to the Final EIS.

C-024-007

Sound Transit maintains all of its stations to ensure they remain clean and safe. The stations will be well lit, feature security cameras, and are regularly monitored in person by security personnel. As described in Section 4.14 of the Draft EIS, crime is not expected to increase as a result of operation of the stations, in part because of project design and because most areas in the project corridor have low crime rates. Presence on station platforms requires proof of fare payment and fare-paid areas will be regularly patrolled by fare inspectors and security personnel.

- C-024-012** |
- Concern about westerly views from Ridgecrest

Air Quality and Greenhouse Gases

C-024-013 | We have several requests to address concerns that increased traffic around stations will degrade air quality during and after construction:

- Request design of parking structures is easy-in, easy-out to minimize exhaust
- Request dedicated freeway ramps to and from parking structures
- Request adequate dedicated motorcycle parking
- Request adequate bike stalls

Noise and Vibration

C-024-014 | We are concerned that removal of many trees will increase freeway noise for many neighbors. As a mitigation, we would like to request replanting of trees along the rail line and up into the Ridgecrest neighborhood.

Ecosystem Resources

C-024-015 | We would like Sound Transit to address any potential issues from runoff, and request that there is continued monitoring of streams that light rail will cross for pollutants.

Water Resources

C-024-016 | We request permeable sidewalks and driveways at the station to help minimize increased runoff caused by the station footprint.

Energy Impacts

C-024-017 | We request that utilities to and from the station be run underground, and that solar energy be used where possible to power stations.

Geology and Soils

C-024-018 | We have two concerns here: Ridgecrest Community Park and the two peat bog parks. We believe Ridgecrest Community Park could be destabilized by constructions and regrading, so we would like Sound Transit to ensure a soil study is done here.

Twin Ponds Park and Ronald Bog Park have peat bogs. We have questions about whether vibration may adversely affect the soil under those parks.

Parks and Recreation

C-024-019 | Our concerns here are mainly about Ridgecrest Community Park:

- What about the existing berm and trees? We would like those to be replaced

None of the alternatives would have an operating school close by and they would not affect travel times or routes for school buses. Lakeside School is the closest school to a station (NE 145th Street Station). As described in Section 4.14.2 of the Draft EIS, the safety-related improvements (sidewalks and protected crossings) to serve all pedestrians accessing the station would also improve the walking environment for Lakeside students. Section 3.6.9 of the Draft EIS discusses notification and communication with school officials so they may provide advanced and ongoing notice to students and parents concerning construction near schools.

C-024-008

As described in Section 3.6.4 of the Draft EIS, measures to address cut-through traffic impacts could include signage, traffic calming measures or other cut-through restrictions, and would be determined in conjunction with local jurisdictions.

C-024-009

Sound Transit evaluated the potential for disruption or separation of the community in the Draft EIS in Section 4.4 Social Impacts, Community Facilities, and Neighborhoods. In Section 4.4.1, the point is made that the City of Shoreline is currently bisected by I-5, which limits the east-west street network. Tall trees, sound barriers, and the noise of vehicular traffic further define this existing line in the city. The light rail project would not remove east-west connection points over the freeway. Stations at major arterial crossings is more likely to encourage east-west movements within the community. Please see Section 4.4.2 for more information.

C-024-010

Please see response to C-024-008.

C-024-019

- Request that Sound Transit ensure that the playing fields remain the same size
- Request that Sound Transit ensure to replace any lost public land with new public land
- Request that Sound Transit mitigate noise in the park

Thank you in advance for considering our comments. All of the members of our committee look forward to providing additional input as the plans for the station move forward.

Sincerely,

Robin Lombard for the 145th/155th Street Station Citizens Committee

C-024-011

As described in Section 3.2.5 of the Final EIS, Sound Transit would provide pedestrian and bicycle improvements at Lynnwood Link Extension stations consistent with its current System Access Policy to safely accommodate projected increases in pedestrian and bicycle travel associated with the project. Sound Transit would also work with local agencies to determine which pedestrian and bicycle improvements would be most appropriate to support station access and safety. Any new facilities would be designed and constructed to meet or exceed local jurisdictional standards for pedestrian and bicycle mobility.

C-024-012

Tree loss was discussed in the Draft EIS discussion (loss of mature vegetation in Viewshed 5) on pages 4-77 and 4-78. Mitigation measures such as preserving trees and replanting vegetation is discussed in the Draft EIS on page 94. Planting of mature trees is generally not recommended due to lower levels of survival of larger specimens, but other measures to help soften the initial impacts as replacement vegetation matures are available. See section 4.5.6 of the Final EIS for an updated discussion of the mitigation measures proposed. As described in Section 4.7, severe to moderate noise impacts due to the project will be mitigated.

Your preference for an at grade design is noted.

C-024-013

The potential for air quality and greenhouse gas emission impacts was examined by modeling the emissions at several of the more congested and high volume locations along the corridor, including near stations, as discussed in Section 4.6.3. Sound Transit found no violations of federal air quality standards in these locations. Design for the station and parking facility will be based on Sound Transit Design Standards and local agency input and review, as well as by WSDOT and

FHWA. Direct access to an interstate from a park and ride structure is not being considered because new access points to I-5 are not allowed by FHWA, but modified ramp access is being considered for several alternatives that would provide effective connections to the freeway. Access plans and designs for the station will address all modes, including the provision of bicycle facilities and storage.

C-024-014

Foliage, if dense, can provide slight reductions in noise levels. There is up to a 3-dBA reduction in transportation noise for locations with at least 100 feet of dense foliage that contains leaves all year. Also, a 3-dB reduction in noise level is barely perceptible to most people; therefore, foliage in virtually all areas of this project corridor will have little overall effect on light rail or traffic noise. On the subject of replanting removed foliage, please see the response to C-024-12.

C-024-015

Managing stormwater volumes and pollutant discharges to natural water bodies is a priority for Sound Transit. Sound Transit's policy [Executive Order No. 1, Establishing a Sustainability Initiative for Sound Transit (2007)] on ecosystem mitigation is to avoid impacts on environmentally sensitive resources (including water resources) to the maximum extent practicable and to provide adequate mitigation to ensure no net loss of ecosystem function and acreage as a result of agency projects. The project would be designed to comply with all federal, state, and local regulations to remove pollutants and control potential risks to water resources through project planning, design, and the application of best management practices.

C-024-016

Sound Transit requires all projects to consider low-impact development (LID) methods, such as permeable pavement, as a first choice for

stormwater treatment (Design Criteria Manual, July 2012). As summarized in Section 4.9.1 of the Draft EIS, the most common soil group in the project area is Type C, which is predominantly till-type soil that has a low infiltration and high runoff potential, generally not compatible with many LID approaches such as permeable pavement that require soil to infiltrate. However, some other locations in the project area contain Soil Types A and B, which have high to moderate infiltration potential, respectively, and are generally compatible with many types of LID stormwater facilities. Sound Transit will evaluate the feasibility of permeable pavement throughout the project area.

C-024-017

As described in Section 4.15.2 of the Draft EIS, power connections for the traction power substations to the nearest existing power source would be either overhead or underground. Section 4.15.3 of the Draft EIS describes existing utilities that may be relocated where they intersect the alternative alignments. The method of relocation would be consistent with Sound Transit's policy of replacing existing utilities in-kind when the relocation is to be funded by Sound Transit. The potential for using solar energy or other renewable energy sources is consistent with Sound Transit's Sustainability Policy, and would be reviewed during final design.

C-024-018

A geotechnical evaluation of the potential impacts of this project on Ridgecrest Park was completed as a component of design development. At both Twin Ponds Park and Ronald Bog Park, the preferred alignment is located on the east side of the freeway. Due to the distance of the project from the park, the vibrations during construction and operation of light rail are unlikely to affect the soils below the parks. Vibration monitoring equipment will also be routinely deployed along the alignment during construction to assess vibrations. If potentially damaging vibrations associated with construction activities are recorded, mitigation

measures (such as different types of equipment, protection at receptor locations, etc.) would be implemented.

C-024-019

Thank you for sharing your concerns regarding Ridgecrest Park. Sound Transit is working closely with the City of Shoreline to minimize impacts to Ridgecrest Park and mitigate unavoidable impacts. Based on preliminary design, a portion of the existing berm and trees will likely need to be removed. Sound Transit will coordinate with the City to replace the screening and noise reducing function of the berm and trees where possible. No impacts to the playing fields are anticipated.

LINWOOD LINK DEIS COMMENTS
401 Jackson St.
Seattle WA 98104

Att: Lauren Swift

C-025-001

I write regarding the fate of the Latvian Lutheran Church and Cultural Center at 11710 3d Ave. NE under plans to extend Light Rail northward in Seattle. It will be a tragedy if this ethnic and community resource were to be demolished.

On the heels of WWII, many thousands of Latvians found refuge in the United States from the Soviet occupation of their small Eastern European country. Many of them settled in large urban areas, including Seattle. While becoming responsible and productive citizens in their new land, they nevertheless managed to retain their language and many aspects of their culture heritage. They created self-help organizations, started Latvian language schools for their children, organized cultural events, and built their own churches, largely with volunteer labor. Their children's children still benefit from their labors and carry on the tradition.

Latvian church buildings serve not only their congregations' spiritual needs, they function as community centers for broader audiences, venues for cultural and sports events. Over the generations many smaller Latvian communities in the United States have disappeared or have greatly diminished their activities. Not so Seattle; it is one of the most active Latvia-American communities on the North American continent. In addition, its facility on 3rd Avenue is used by many other organizations.

I urge you to avoid demolishing this both symbolic and real example of successful American multiculturalism at work. If the building can be saved, then all steps should be taken to maintain access to the site during construction to prevent interruption of its community services.

Sincerely,

Lilita Bergs
Director, The Latvian Museum
The American Latvian Association in the United States, Inc.
400 Hurley Avenue, Rockville, MD 20850

C-025-001

The Sound Transit Board directed Sound Transit to explore a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall (also called the cultural center). Access to the property and its functions have been maintained, although a small portion of land on the property's edge would be acquired for the Preferred Alternative and other at-grade alternatives. Elevated alternatives would also require a portion of the church property.

Several sections in the Final EIS have been updated to address these changes including: Section 2.5.1 describing the refined alternatives for Segment A; Section 4.1 describes the acquisition impacts; Section 4.4 describes impacts to community facilities and neighborhoods; Appendix F presents revised conceptual engineering plans for the refined Segment A alternatives; Appendix I-4.1 contains detailed maps and tables concerning acquisition, displacement, and relocation requirements for each Segment A alternative, and Appendix G has visual simulations.



Karlis Lenšs
Amerikas Latviešu Jautatnes Apvienība

September 18, 2013

SOUND TRANSIT
c/o Lauren Swift
401 S. Jackson St.
Seattle, WA 98104

To Whom It May Concern,

I am writing to you on behalf of the American Latvian Youth Association ("ALJA"). Our mission, since our founding in 1952, has been the furtherance of Latvian culture, language, and knowledge among Latvian youth across all of the United States. Over the past 61 years, we have had thousands of members throughout the country, and we are currently as active as ever in our history. While most of our membership resides in the Midwest, a core component of our ability to succeed in our mission is broad support from all of the Latvian community centers in the country. Since 1971, we have frequently used the Seattle Latvian Center for meetings and events. In addition, on several occasions, we have held our biggest annual event, Congress, in Seattle. From our perspective, The Latvian-American "experience" in Seattle is not rooted in Pike Place Market or the Space Needle. It is the Seattle Latvian Center, nestled amongst towering evergreens on the north Side of town, that for generations has served and nurtured our tight-knit community. While it may seem like another just another social hall or private structure standing in the way of a public works project, to us the Seattle Latvian Center truly IS Seattle. Countless weddings, confirmations, Youth Congresses, and other special events within the Latvian community have happened there. The Seattle Latvian Center is the largest and most vibrant in the Pacific Northwest, and I personally consider it the most uniquely beautiful Latvian community center in the United States. It is not just a simple social hall, but also a church and Latvian language school for our children. It was built from the ground-up by our fathers and grandfathers and to us, its importance goes beyond the bricks and mortar of the building itself.

This is especially true to our aging community members throughout America. To them their local Latvian community center is home. The Seattle Latvian Center is no different. Having lived through the horrors of World War II and the Soviet Occupation, our elderly population would definitely be the most affected by the loss or relocation of the Latvian Center. It will be recalled that the Soviet Union used eminent domain to make public their homes and possessions. To allow that to happen again, albeit with completely different motives, would no doubt be seen a slap in the face to the elderly Latvian population in Seattle. Our cultural centers embody the decades of work, decades of struggle, and decades of pride within our ethnic community. In Seattle, the Latvian community is vibrant and alive largely as a result of having such a fine facility. For many in Seattle, the Latvian center represents their unique struggle and shows that with grit and perseverance they were able to build a community thousands of miles away from home. The term "negative impact" does not even begin to describe the toll that this project would take on the local Latvian community. The impact on our organization would be the loss of a facility that is integral to the furtherance of our mission.

C-026-001

Accordingly, we request that Sound Transit review each of the alternative routes in the DEIS, and select the one that has the least impact on the activities of the Seattle Latvian Center. To the extent there is an option that allows the Latvian Center to remain in its current location, we respectfully request that such alternative be reviewed and selected, and that any impacts be fully mitigated. The relocation of such a culturally significant facility would have substantial impact on ALJA and would be devastating to the local community in Seattle.

C-026-001

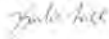
The Sound Transit Board directed Sound Transit to explore a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook so that none of the Segment A alternatives in the Final EIS would displace the church or the church hall (also called the cultural center). Access to the property and its functions have been maintained, although a small portion of land on the property's edge would be acquired for the Preferred Alternative and other at-grade alternatives. Elevated alternatives would also require a small portion of the church property.

Several sections in the Final EIS have been updated to address these changes including: Section 2.5.1 describing the refined alternatives for Segment A; Section 4.1 describes the acquisition impacts; Section 4.4 describes impacts to community facilities and neighborhoods; Appendix F presents revised conceptual engineering plans for the refined Segment A alternatives; Appendix I-4.1 contains detailed maps and tables concerning acquisition, displacement, and relocation requirements for each Segment A alternative, and Appendix G has visual simulations.

C-026-001

While we understand the need and demand for public transit expansion in the city, our organization, ALJA, on behalf of our members nationwide, urge Sound Transit and the City of Seattle to re-route the proposed railroad to save our largest cultural, educational, and social hub in the Pacific Northwest.

Respectfully yours,



Karlis Lenss
President, American Latvian Youth Association
1777 W Altgeld D
Chicago IL 60614



September 23, 2013

Joni Earl, CEO
c/o Lauren Swift
Sound Transit
401 S. Jackson Street
Seattle, WA 98104

RE: Sound Transit DEIS for the Lynnwood Link Extension

Dear Joni Earl,

On behalf of Cascade Bicycle Club (Cascade) and our more than 15,000 members, as well as our roughly 25,000 activists in the affected cities, I provide the following comments regarding the Draft Environmental Impact Statement for the Lynnwood Link Extension.

The region shares a objectives to reduce global warming pollution and vehicle miles traveled,¹ create economically thriving regional growth centers, increase affordability in considering both housing and transportation costs, and improve the livability of our communities. These objectives are repeated throughout state, regional and local laws and policies, from the state Growth Management Act and climate goal to VISION 2040 and Transportation 2040 to county and city climate action strategies and comprehensive plans.

Following the adoption of VISION 2040, the region's voters approved a key tool for fulfilling these objectives: expanding Sound Transit's light rail service to Lynnwood, Overlake, and Federal Way. As Sound Transit now expands light rail to its authorized extent, the key question facing the agency is how can its investment be best leveraged to achieve the region's shared objectives.

C-027-001 In this regard, Cascade makes several comments and recommendations. Our top two priority recommendations are:

1. Evaluate all potential new bicycle infrastructure within a three-mile radius of the proposed light rail stations, consistent with Federal Transit Administration rules and guidelines.
2. Compare the cost-effectiveness of all station-access investments in their ability to achieve transit ridership and the region's goals and objectives for creating "compact urban communities."

¹ RCW 70.235.020; RCW 47.01.440.

C-027-001

As described in Section 1.4 of the Final EIS, the light rail alternatives, including potential stations, are in response to the project's purpose and need, as defined in Chapter 1. While bicycle access remains an important consideration for the project, further study and detailed evaluations of bicycle access would not substantially differentiate the alternatives under consideration. All of the alternatives are designed to provide for effective pedestrian and bicycle access, including to and from the stations to feeder bus lines/stations, park-and-ride facilities, and to the surrounding street system. The project would be designed to satisfy all applicable public access, facility design standards, and life safety requirements. As described in Section 3.2.5 of the Final EIS, Sound Transit would provide for pedestrian and bicycle access at Lynnwood Link Extension stations and on streets reconstructed as part of the project, consistent with the agency's adopted System Access Policy. Finally, the Federal Transit Administration's rules and guidelines for a New Start project EIS do not dictate a 3-mile radius study area for bicycle facility inventories, but the project's EIS did include an inventory of facilities within 1 mile of potential stations.



C-027-002 Station Location Selection

These region's objectives are to reduce greenhouse gas emissions and vehicle miles traveled and to encourage compact urban development in regional growth centers and along high-capacity transit. VISION 2040 states:

Compact urban communities offer transportation, housing, and shopping choices that reduce the need for automobile travel and allow residents to walk or bicycle to neighborhood stores. Streets are laid out in a grid pattern or are interconnected, rather than as cul-de-sacs, to support efficient transit operations, as well as walking and bicycling. Typically there are a variety of housing types, such as single-family homes on smaller lots and small apartment buildings. Often small neighborhood activity hubs serve as centers for shopping and local services.

Compact development can be more efficient and cost-effective to serve with infrastructure and services. By creating an environment that is more conducive to walking, bicycling, and using transit, compact development can also contribute to reducing greenhouse gases and other pollutants.

Many of the region's transportation thoroughfares are lined with single-story, single-use developments. These areas present opportunities for redevelopment and infill. Along major transit routes, redevelopment can occur in the form of transit-oriented development, where mixed-use projects that provide housing, employment, and retail can focus around a transit station or hub and serve as an activity node for adjacent neighborhoods.

VISION 2040 supports compact urban communities and promotes the development of vacant or underutilized urban land in a manner that supports transit, conserves resources, and builds communities. VISION 2040 also supports redevelopment of selected low-density commercial corridors to make them more transit-oriented and pedestrian-friendly.²

As Sound Transit chooses station locations, the agency should make sure its selection matches the region's vision for compact communities.

Cascade strongly supports locating stations as far from Interstate 5 as possible. Interstates divide communities and significantly reduce the potential for transit-oriented development and the creation of a cohesive compact urban community. Interstates are also detrimental air quality, so building the central node farther away from the interstate can help reduce the potential number of people affected. Of the potential Lynnwood station locations, option C1 is the farthest from I-5 and the most centrally located toward likely transit-oriented development in the future. In addition, pedestrians and bicyclists may find navigating to get to the C2 and C3 locations difficult due to distance, signage, and unattractiveness. Likewise, Cascade strongly supports the Mountlake Terrace Transit Station instead of the freeway median station because the station would be nearer to redevelopment opportunities in Mountlake Terrace.

² VISION 2040, p. 52.

C-027-002

Alternative routes away from the I-5 corridor were considered during the Alternatives Analysis and early EIS planning, with participation from the public and jurisdictions. This included alignments along Lake City Way, 15th Avenue NE, and SR 99. Ultimately, the current station sites are in locations that still provide good multimodal access to nearby centers, but avoid higher impacts to the surrounding neighborhoods and the natural environment. Section 2.5, Descriptions of Light Rail Alternatives by Segment, gives further details on the planning, environmental, transportation, engineering and cost considerations that shaped the EIS alternatives, and the project's Alternative Analysis report is appended to the EIS. In Segment B, the Preferred Alternative has the station at the transit center, nearer the areas Mountlake Terrace targets for transit-oriented development. In Segment C, while Alternative C1 has the station closest to the city center, the connecting alignment also carried the highest level residential and displacement impacts, and impacted a city park. The Preferred Alternative, a modified C3, brings the station closer than the original Alternative C3 while still retaining that alternative's lower overall environmental impacts. The station area design also offers good visibility and allows effective bicycle and pedestrian connections from multiple directions.



C-027-003 Cascade encourages Sound Transit to select stations that are already near existing business areas. The improvement of existing urban activity centers is an easier task than the creating whole new urban centers. The evaluation of the 130th, 145th, and 155th stations would be well-informed by this perspective.

C-027-004 In selecting station locations, Cascade requests Sound Transit to evaluate how potential investments in pedestrian and bicycle infrastructure and transit circulator service could impact transit ridership and transit-oriented development. For example, the NE 145th Station may score better with pedestrian and bicycle connections to the business district on 15th Avenue, and the NE 155th Station may score better with transit circulator service and protected bike lane to the Shoreline Community College and Shorecrest High School.

C-027-005 Cascade supports the addition of more stations, including two or three stations in segment A and two stations in segment B. More stations mean that more people will not have to go as far to access light rail, thereby favoring walking and bicycling as modes of access to the light rail system instead of automobile driving. Stations at NE 130th Street, NE 155th Street, and 220th Street SW, in combination with the NE 185th Street and Mountlake Terrace Transit Center stations, would best support a balanced access to the transit system that would support placemaking and access via bicycling and walking.

Purpose & Needs Statement

C-027-006 Transit is not an end in itself, it is a tool toward achieving a set of goals and objectives. Unfortunately, the DEIS's "purpose and needs statement" confuses the purpose and need of transit by making highlighting the first purpose in itself. It's a circular argument: we must build transit because we must build transit.

The region's transportation and land use goals and objectives are set out in VISION 2040 and Transportation, as quoted above. The extension of light rail is a tool to achieve those goals and objectives. As such, **Cascade urges Sound Transit to add the following statements to the beginning of the DEIS purpose and needs statements.**

- New Purpose Statement, to lead the other purpose statements:
 "Catalyze the development of compact urban communities consistent with VISION 2040 that improves household affordability of transportation and housing costs, reduces greenhouse gas emissions and vehicle miles traveled, and fosters transit-oriented development."
- New Needs Statement, to lead the other needs statements:
 "Address the need to accommodate the region's population growth in compact urban communities consistent with VISION 2040 in order to improve household affordability combined transportation and housing costs, reduce greenhouse gas emissions and vehicle miles traveled, and foster economic development."

C-027-003

Section 2.5.1 describes the factors Sound Transit considered in developing its alignment and station alternatives, which in this corridor needed to balance transportation, access, land use, economic development, environmental and cost factors. As noted in the station by station qualitative ratings of station area transit oriented development, including for potential stations at NE 130th Street, NE 145th Street, and NE 155th Street, there are few business districts near the general alignment along I-5, outside of the two regional centers at Northgate and Lynnwood. Other alignments farther from the freeway would carry much higher environmental impacts and would carry longer travel times. Chapter 4, Section 4.2.4 summarizes the station area development potential by station area.

C-027-004

In the Draft EIS Chapter 5, Evaluation of Alternatives, Transit Oriented Development ratings were provided (see Tables 5-2, 5-3 and 5-4), based on a range of factors including multimodal access, as well as land use and development conditions. During the Alternatives Analysis and continuing into the EIS alternatives assessment, general station sites were identified for the project, bicycle and pedestrian qualitative measures were also considered (see the Alternative Analysis Report, Chapter 5, and Chapter 2 of the EIS). These measures, along with the other measures of potential mobility, ridership, and land use benefits, transportation impacts, environmental impacts, and constructability, have helped determine the range of station sites and the general features and access plans for the EIS analysis. Transit ridership estimates are primarily driven by population, employment, regional characteristics such as transportation conditions between origins and destinations (including highway conditions), and general accessibility to the station, rather by access by mode. During final design, consistent with the agency's System Access Policy, Sound Transit will continue to collaborate with the local jurisdictions on opportunities to improve bicycle and pedestrian



C-027-006

In addition, the needs statement to "Create a reliable alternative to automobile trips on I-5 and State Route (SR) 99," is too narrow. The reduction of congestion is not a state or regional transportation goal.³ The state's and region's goals are to reduce vehicle miles travelled and greenhouse gas emissions no matter where they occur, whether it's on I-5 and SR 99 or on neighborhood streets.

This distinction has a material impact. For example, the construction of a new parking garage for station access may decrease congestion or vehicle miles travelled on I-5 and SR 99, but it would also increase congestion on neighborhood streets as drivers drive to and park at the light rail station. **Cascade recommends amending the needs statement to read:**

"Create a reliable alternative to automobile trips within the project corridor and its communities."

C-027-007

Evaluation of Bike Projects

Across America, people are learning the joys of bicycling. The most recent American Communities Survey found that 4.1% of Seattle residents reported that their longest commute each week is by bicycle, up from 3.6% the year prior.⁴

Public opinion surveys also consistently show that vast numbers of people want to bicycle more often. A scientific poll commissioned by Cascade in December 2012 found that 60% of Seattleites would like to bike more often.⁵ Why aren't they? The top four barriers for Seattleites to bicycle more often were topography, distance, weather, and safety -- 72% said safety was a reason why they did not bicycle more often.

Sound Transit's investment in light rail can help reduce all four of these barriers by providing an alternative means for bicyclists to get up some hills by taking the train, by reducing the travel distance for bicyclists, by providing an alternative to when the weather turns to rain or the cold, and by investing in station access projects that improve the safety and convenience for bicyclists to get to Sound Transit light rail stations.

Thanks to recently updated rules to the federal New Starts grant program, transit agencies can now include bicycle infrastructure projects up to three miles from a light rail station in their grant

³ See, RCW 47.04.280.

⁴ "Census data confirms steady climb in Seattle bike commuting, driving alone now below 50%," Seattle Bike Blog (Sept. 19, 2013), <http://www.seattlebikeblog.com/2013/09/19/census-data-confirms-steady-climb-in-seattle-bike-commuting-driving-alone-now-below-50/#more-195618>.

⁵ "Memo: Seattle Voter Attitudes on Bicycling and the So-Called 'War on Cars,'" FM3 (Jan. 17, 2013), available at "Survey: Bicycling is extremely popular in Seattle," Seattle Bike Blog ((Jan. 23, 2013), <http://www.seattlebikeblog.com/2013/01/23/survey-cycling-is-extremely-popular-in-seattle/>. Similar surveys in Portland and New York have found that people in those cities express interest in bicycling more if safety were improved.

networks serving the station, as an element of a balanced multimodal access plan that would effectively serve the transit riders expected at the station.

C-027-005

Your preference for more stations, including stations at NE 130th Street, NE 155th Street, NE 185th Street, and 220th Street is noted. The Preferred Alternative has options for additional stations at NE 130th Street and 220th Street.

C-027-006

Comment noted. The need for the project, as described in Section 1.2.2 of the Draft EIS, includes language on regional mobility and a decrease in transportation-related energy consumption and GHG emissions. The Purpose and Need also refers to environment and supporting regions' adopted land use plans.

C-027-007

The increased use of bicycling is very consistent with trends showing greater use of transit and walking, and slower growth in vehicle use. The light rail project is part of an integrated solution encouraging other alternative modes, including bicycling, in the corridor and the region. In the EIS assessment of impacts, Sound Transit inventoried bicycle facilities within a 1-mile radius of potential stations, and considered potential conflicts as well as access needs, as described in Chapter 3, Sections 3.1.5 and 3.2.5 of the Draft EIS. The Final EIS has updated information. While bicycle and trail improvements within a 3-mile radius of transit stations can be grant-eligible under New Starts, they do not impose a minimum study area or a required set of non-motorized access improvements for New Start projects. As noted in the responses above, Sound Transit will continue to work on access planning with local jurisdictions during final design. This effort could include developing



C-027-007 applications without justifying the expense with a ridership study and without the additional cost weighing against the grant application's cost-effectiveness.⁶

In other words, transit agencies can now build any bicycle infrastructure project within a three mile radius and the only constraint in the Federal Transit Administration (FTA)'s evaluation process is the total available funds. In addition, bicycle infrastructure projects outside the three mile radius are also eligible for New Starts funding, but require justification based on ridership and would count against the cost-effectiveness of grant application.

Using a three-mile radius to evaluate and invest in bicycle infrastructure makes sense. For example, access to potentially big trip generators could be evaluated, such as protected bike lanes from the NE 155th Street Station to Shoreline Community College and Shorecrest High School, and from the 220th Street SW Station to Edmonds Community College. In addition, such a larger analysis would provide a more regional focus toward improving nonmotorized transportation options and access to light rail in Lake Forest Park, Edmonds, and Mukilteo.

Unfortunately, in discussing the mitigation to potential impacts on bicycle facilities (3.2.5), the Draft Environmental Impact Statement fails to commit Sound Transit to evaluating new bicycle infrastructure within a three-mile radius.

Given that all bicycle projects within a three-mile radius can be funded by New Starts without negatively affecting a grant application, **Cascade urges Sound Transit to go beyond its stated one-mile radius and evaluate all projects within a three-mile radius of each proposed station.**

C-027-008 Beyond the planning documents identified on page 3-38, planned bicycle infrastructure is identified in, or supported by, the 2013 update to the Seattle Bicycle Master Plan; all cities' capital improvement plans; cities' "complete streets" and "safe routes to school" policies; the Mukilteo Pedestrian, Bicycle, and Trails Plan; and the Lynnwood Transportation and Bicycle Plan. All bicycle infrastructure identified within these plans, and within a three-mile radius of any light rail station, should be evaluated by Sound Transit for investment.

Best practices for bikeways designs are constantly evolving. In order to make sure infrastructure is as safe as possible, as well as regionally consistent, we encourage Sound Transit to use the "Urban Bikeway Design Guide," produced by the National Association of City Transportation Officials (NACTO).⁷ The Federal Highway Administration recently adopted the NACTO guide as its baseline for bikeway design.⁸

In addition, Cascade finds that Sound Transit excessively restricts the evaluation and construction of bike infrastructure. The DEIS states that both mitigation and planned bike infrastructure would only be

⁶ "New and Small Starts Evaluation and Rating Process -- Final Policy Guidance," Federal Transit Administration (Aug. 2013), available at http://www.fta.dot.gov/documents/NS-SS_Final_PolicyGuidance_August_2013.pdf.
⁷ <http://nacto.org/cities-for-cycling/design-guide/>.

⁸ <http://nacto.org/2013/09/13/city-transportation-officials-praise-federal-highway-guidance-on-bicycle-design/>

strategies to assist the local agencies in identifying and prioritizing improvements, establishing partnerships, and seeking funding including other grants for supporting improvements.

C-027-008 Project designers will use the Urban Bikeway Design Guide by the National Association of City Transportation Officials, in conjunction with Sound Transit design standards and applicable WSDOT and local jurisdictional design standards. Please also see the response to C-027-007. The statements in the Draft EIS (page 3-38 and 3-39) relate to how Sound Transit would provide for pedestrian and bicycle access on roadways reconstructed as part of the project. Although other roadways in the study area may be reconstructed by the cities over time, bringing those facilities up to current standards, Sound Transit's conclusions about bicycle and pedestrian access immediately around stations generally did not assume such improvements.



C-027-008 "implemented with reconstructed roadways." Roadway reconstruction is too infrequent to make this a meaningful approach toward increasing the safety and convenience of accessing light rail stations. This is wholly inadequate. Investments in bicycle infrastructure need to be made proactively to encourage access, not wait forty years until a street is reconstructed.

C-027-009 **Encourage Non-Motorized Station Access**

The construction of parking lots or garages should not be considered a given. Sufficient parking already exists in many of the station-areas, the DEIS fails to fully analyze the potential environmental impact of the parking garages, parking garages are an expensive means to achieve ridership, and any investment in car parking spaces should be evaluated in comparison to other station-area access investments. To the extent that additional parking is deemed to be necessary, the surface lot or structure should be designed to allow future repurposing for transit-oriented development.

Cascade recommends better utilizing the existing available parking instead of building parking lots or garages. The DEIS itself found sufficient parking in most of the station areas, calling into question whether additional parking lots or structures are necessary. According to Table 3-5, there are a total of 6,130 unused parking spots available within a quarter-mile of the stations.⁹ In fact, only 15.6% of available on-street parking is utilized and 57.7% of off-street parking is utilized. Parking management strategies that utilizes the existing available parking would be a more cost-effective strategy for providing parking access while achieving regional goals for creating compact urban communities that rely more on bicycling and transit.

C-027-010 **Cascade recommends analyzing the vehicle miles travelled and greenhouse gas emissions induced by building a parking garage.** By building a parking garage as a means for drivers to access the light rail station, Sound Transit will be inducing people to drive to the station. Embedded in that inducement are greater greenhouse gas emissions and vehicle miles traveled. Sound Transit needs to calculate this environmental impact.

C-027-011 **Cascade recommends evaluating the cost of building a parking garage based on the marginal cost per stall and rider.** At \$30,000 to \$40,000 per stall within a parking structure, a stall in a parking garage is significantly more expensive than on a surface lot. However, in reality the cost is much more than even the \$30,000 to \$40,000 per stall. A stall in parking lot (without a structure) costs about \$4,000. Thus, if Sound Transit decides to build 350 stalls in a parking structure instead of 100 stalls in a parking lot (a price difference of \$14 million versus \$400,000, assuming per-stall costs of \$40,000 and \$4,000, respectively), the marginal cost of the additional 250 stalls is actually \$54,400 – or 36% greater. In evaluating the cost-effectiveness of a parking structure to increase transit ridership and achieve the

⁹ The Mountlake Terrace Freeway Station, Lynnwood Park & Ride, and Lynnwood Transit Center stations not included in the calculation in order to prevent any double counting.

C-027-009

Park-and-ride spaces minimize parking impacts to neighborhoods and provide access to light rail for areas transitioning from suburban to urban densities. As described in Section 3.2.7 of the Draft EIS, park-and-ride lots are generally sized to accommodate future parking demand, and the amount of parking at each station may be further refined in future phases of the project.

As described in Section 4.2.4 of the Draft EIS, analysis of alternatives included assessments for all proposed station locations based on existing conditions that support transit-oriented development, transit-supportive plans and policies, station access, and potential development opportunities. In addition, Sound Transit's TOD policy includes goals that encourage safe multi-modal access to the transit system, with an emphasis on non-motorized access; and support economic development efforts. Implementation of TOD policy continues through final design, construction, and post construction. Implementation includes identifying TOD opportunities and strategies as well as partnerships with public and private interests.

C-027-010

Vehicles traveling to and from parking garages were included in the traffic analysis and are reflected in the vehicle miles traveled and greenhouse gas emissions projections, the "hot spot" air quality analysis, and as part of the other evaluations of impacts for each of the project alternatives. This responds to the need for the EIS to identify significant environmental impacts and appropriate mitigation for the alternatives considered. During final design, Sound Transit's System Access Policy will continue to be applied as Sound Transit further evaluates the multimodal access needs of the project, working collaboratively with the communities to be served.



C-027-011 region’s goals and objectives for placemaking and reducing greenhouse gas and vehicle miles traveled, it’s important to use the right accounting.

C-027-012 Cascade implores Sound Transit to compare the cost-effectiveness of parking lots and garages to other station-access investments in their ability to achieve transit ridership and the region’s goals and objectives. As described above, parking garages can be an incredibly expensive way to achieve ridership. But what’s even worse is that parking garages are detrimental to the ability achieve the region’s goals for creating compact urban communities that support bicycling, walking, and transit-oriented development.

In analyzing how to best to promote station access and achieve the region’s goals and objectives, Sound Transit should conduct a mode-neutral analysis of station access, consistent with the agency’s recently adopted “System Access Policy.” This analysis should include all potential bicycle projects within a three-mile radius (consistent with FTA rules and guidelines), all potential pedestrian projects within a half-mile radius, local transit circulator service, and transit-oriented development on future surplus properties.

Finally, when it comes to transit-oriented development, location matters. A parking garage removes from economic development prime real estate that could otherwise go toward residential or commercial uses. These uses, in turn, would create a livelier neighborhood with more people living, working, and shopping in the area. As station areas develop, the land of a parking lot or parking garage will only become more valuable, especially in consideration of its proximity to the transit station. As such, Sound Transit should create a phased approach to its parking lots and parking garages so that they may be converted into a transit-oriented development in future years. In practical terms, this may mean favoring surface parking lots over structured parking garages.

Bicycle Safety

C-027-013 One of the key lessons from Cascade’s scientific polling last December is that people would bike more often if they felt it was safer. Safety for bicyclists is as much of a perception issue as it is an infrastructure issue.

The study goes at great lengths to evaluate traffic collision data for the corridor. However, this collision data will not pick up the many traffic accidents that go unreported, and it will not include the perceived danger that people have toward riding a bicycle in mixed traffic.

In order to make people feel safe, protected bike lanes, neighborhood greenways, and regional trails will need to be built and maintained. If Sound Transit is going to be truly committed to improving station access via nonmotorized transportation options like bicycling, it will have to be proactive in building the infrastructure necessary to make people feel safe to ride on streets that are otherwise heavily used by fast cars.

C-027-011

As part of final design for the project, Sound Transit will continue to examine options to increase the cost-effectiveness of the project. The alternatives involving parking garages rather than expanded surface parking reflect the limited availability of right-of-way along the corridor, much of which is already developed, although in some station sites there are options for surface parking. Overall, the EIS’s range of alternatives, including the station locations and the parking capacity assumed, are in response to projected demand. Parking is one element of a balanced approach for a regional system that provides access via a variety of modes. The current demand for parking at all transit centers and major park & ride lots along this extension is greater than supply, with most lots full by 8 am or earlier on weekdays. It is reasonable to expect that as population and employment grows in the corridor, growth in transit center parking will also continue, as would growth in the use of other modes of access.

C-027-012

Sound Transit does not consider parking investments to be in competition with other access components of the project, nor does it consider parking to be inconsistent with local and regional goals for creating compact and walkable communities. Provisions for parking are part of a balanced approach to developing effective multimodal access to the regional system. The alternatives considered in the EIS, including provisions for parking garages, represents a long history of alternatives planning that is detailed in Chapter 2, and which includes the results of many rounds of public participation and comment. Additional parking as part of the project reflects the project description included in the ST2 Plan, funding for which was approved by voters in 2008, and which itself involved extensive public planning. The multimodal access reflects Sound Transit’s adopted Systems Access Policy, which recognizes that people may choose among a variety of modes as they access a station, depending on their own needs and circumstances. As noted in



Thank you for considering Cascade Bicycle Club's comments and recommendations on the Lynnwood Link Extension Draft Environmental Impact Statement. If you have any questions about our comments, please feel free to contact me at brock.howell@cascadebicycleclub.org or 206-856-4788.

Sincerely,

A handwritten signature in cursive script that reads "Brock Howell".

Brock Howell
Policy & Government Affairs Manager
Cascade Bicycle Club

responses above, Sound Transit will continue to develop the more detailed station access plans for the adopted project during final design, and cost-effectiveness of a variety of project elements and design approaches will continue to be considered.

C-027-013

Sound Transit remains committed to developing effective multimodal access to its stations, but the project's purpose is focused on transit improvements rather than repairing existing deficiencies in the road, bike, and pedestrian network. The review of collision data was primarily intended to assist in evaluating whether the project would aggravate existing safety concerns or create new safety conflicts for bicyclists. Sound Transit is also committed to working with its partners to advance opportunities to increase the use of bicycles and other alternative modes that would connect the stations to the surrounding communities.



314 First Avenue S
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September 23, 2013

Lauren Swift
Sound Transit
401 S. Jackson Street
Seattle, WA 98104

RE: [Lynnwood Link Extension Draft Environmental Impact Statement](#)

Dear Ms. Swift:

Since 2001, Feet First has worked to ensure that all communities in Washington are walkable. We represent people of all ages looking for safe, accessible, and inviting ways to go by foot. Walking is a vital transportation mode that strengthens communities, reduces pollution, and promotes good health.

Feet First strongly supports the development of vibrant, walkable communities throughout the region. If done right, the construction of Sound Transit's link light rail system presents a great opportunity to foster the development of such communities. Station placement is arguably the most critical factor in creating walkable transit-oriented communities near stations. Consequently, we are following with great interest the environmental review for the Lynnwood link extension for light rail between Northgate and Lynnwood. Below are our comments on the recently-released draft environmental statement (DEIS).

The DEIS analysis of long-term TOD potential at each potential station seems to be largely based on existing local and regional land use plans. While this is a prudent approach, it's very possible that the area surrounding identified station sites will be subsequently upzoned to accommodate more development. The land use analysis should include potential additional development beyond that allowed in adopted plans, perhaps as a separate scenario in addition to the current plan scenario presented in the DEIS.

As a general rule, Feet First encourages locating stations away from the immediate vicinity of the I-5 freeway corridor. Locating stations right next to freeways decreases the amount of adjacent land available for transit-oriented development (TOD) and also reduces the size of the fifteen-minute walkshed surrounding the station.

Feet First supports the addition of an additional light rail station at NE 130th Street. This station would place an additional 5700 people within a fifteen-

C-028-001

The Draft EIS long term (direct) impacts assessment considered existing land use plans as well as plans in progress, focusing on consistency with existing or officially proposed local government land use plans and policies. Please see Section 4.2.4 Indirect and Secondary Impacts for potential impacts associated with possible changes in zoning by the local jurisdictions, which in some cases would be needed to allow higher density and mixed-use land uses in station areas.

C-028-002

As described in Section 2.5 of the Draft EIS (*Chapter 2 Alternatives Considered*), prior to the Draft EIS and Final EIS, Sound Transit evaluated a variety of options for this project based on a number of criteria. Future development potential was one of the criteria assessed during the Alternatives Analysis. The Sound Transit Board chose an I-5 alignment. Sound Transit continues to work with jurisdictions on planning for the areas around the stations to ensure multi-modal access is achieved.

C-028-003

Thank you for identifying the advantages Feet First sees in a NE 130th Street Station. The Sound Transit Board identified an at-grade and elevated alignment with stations at NE 145th and NE 185th streets (Alternative A1 with modifications) as the Preferred Alternative, and also directed further study of options to add a station at NE 130th Street or to make provisions for a future station. A station at NE 155th Street was not identified for the Preferred Alternative, but is still evaluated in the Final EIS under Alternatives A5 and A7. The Preferred Alternative also includes a station at the Mountlake Terrace Transit Station in Segment B. The Segment C Preferred Alternative is a modified Alternative C3 that places that station closer to the urban center and away from I-5, and includes improved walk access.

C-028-001

C-028-002

C-028-003

C-028-003

minute walk of the station and increase system-wide daily boardings of 400 riders under the current zoning. A station at NE 130th carries the additional advantage of opening the NE 125th/130th Street corridor to east-west feeder bus service. This will provide good bus access between the light rail system and the urban villages of Lake City and Bitter Lake.

We prefer a station at NE 155th Street instead of NE 145th Street. A NE 145th Street station has very limited potential for TOD, assuming that Jackson Park Golf Course and Lakeside School are off limits for development. NE 145th street is currently a terrible pedestrian street, with a large interchange, fast-moving traffic, wide intersections, and narrow sidewalks which will be difficult to widen. By contrast, NE 155th Street has a good, pedestrian-friendly, grid network of streets and more room for development.

Feet First strongly prefers the Montlake Terrace Transit Center over the Montlake Terrace Freeway Station. The Transit Center site puts the station within the Montlake Terrace Town Center. A station here will be much more accessible to pedestrians and a stronger TOD catalyst. The Freeway Station site puts the station about two minutes further away from the Town Center. Using the Transit Center site will increase system-wide transit ridership by 1000 riders per day.


Feet First prefers alternative C-1 (200th Street SW) for the Lynnwood station. This location is several blocks closer to the emerging Lynnwood urban village and is furthest away from I-5.

C-028-004

The current plan for the Lynnwood Link Extension includes thousands of new park & ride lots at most of the new light rail stations. Feet First believes that such a heavy reliance on structured parking is problematic. Structured parking attracts additional peak hour traffic to nearby arterials. Heavy traffic degrades pedestrian safety and discourages people from walking. Street intersections must be widened to accommodate additional turn lanes, thereby increasing pedestrian crossing distances. Traffic also brings increased noise and air pollution to the streetscape, creating a pedestrian-hostile environment. Structured parking also carries an opportunity cost in that land devoted to parking cannot be used for residential and retail development that contributes to the development of vibrant urban centers. Parking is also very expensive; the typical cost for structured parking is up to \$30,000 to \$40,000 per space. We feel very strongly that the final EIS should include a cost benefit analysis of structured parking along the Lynnwood Link Light Rail.

Thank you for considering our thoughts on the Lynnwood Link Extension DEIS. We look forward to working with Sound Transit in the coming months towards the development walkable transit-oriented communities. If you have any questions or concerns, please contact me by calling 206.652.2310 ext. 6 or emailing me at lisa@feetfirst.org.

Sincerely yours,



Lisa Quinn
Executive Director

C-028-004

As described in Section 2.3 of the Final EIS, the project is applying a balanced multimodal approach to plan for effective station access, consistent with Sound Transit's adopted System Access Policy. Parking along with other features of the stations would help serve a variety of user types including non-motorized users, those commuting by automobile, and those arriving on feeder bus lines. Park-and-ride spaces help minimize transit-related parking impacts to neighborhoods, and also provide access to light rail for areas transitioning from suburban to urban densities, as well as for areas that are more distant from the alignment or with less convenient connections via transit or other non-automobile modes. The use of parking garages, while more expensive than a surface lot, helps preserve the future potential for transit-supportive developments within the larger station area. Section 4.2.4 of the Draft EIS summarized an assessment of station locations based on conditions that could support transit-oriented development.

As described in Section 3.2.7 of the Draft EIS, park-and-ride lots are generally sized to accommodate predicted parking demand, although the amount of parking at each station may be further refined in future phases of the project.

FABS

Fellowship of American Baltic Spouses



A Washington State Organization Whose Members Have Spouses of Estonian, Latvian or Lithuanian Heritage

Richard C. Wiest
Chair
2030 151st Pl. SW
Lynnwood, WA 98087-6345
Tel. 425-678-8774
fabs@gmail.com

September 23, 2013

Sound Transit
Draft EIS Comments c/o Lauren Swift
401 S. Jackson St.,
Seattle, WA 98104

C-029-001

I write to add the voice of the organization which I chair to the chorus of concern (which I hope has turned into an avalanche) about the fate of Latvian Church & Community Center in the face of light rail expansion to Lynnwood. FABS has a few dozen core members, but our extended families and friends number much more. We exist to support the efforts our ethnic wives and husbands, and our often bilingual children and grandchildren, to celebrate and preserve their heritage. None of our group is of Baltic background but we have married into rich, vibrant and diverse cultures. All of us share in our own lives a deep experience of the uniqueness and worth of the traditions of the three countries.

We can approach the matter with a degree of an outsider's critical detachment and at the same time feel the insider's passion. One aspect, however, is crystal clear: the Latvian Community Center & Church is the node or nexus or focus, call it what you will, of the ability of all three cultures to continue to flourish in Washington State. It is the physical tie that both binds and allows for freedom. If the many threads of activity that run through the institution are seriously frayed or severed, the survival of the cultures and their wider beneficial effect in our state are threatened.

We support in principle the expansion of light rail but we urge you to recast your designs in order to leave the unique and irreplaceable Center and Church as unaffected as possible.

Yours very truly,

Richard C. Wiest
FABS Chair

C-029-001

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained, although a portion of land on the church property would be acquired for the Preferred Alternative and other at-grade alternatives. Elevated alternatives would also require a portion of the church property.

Several sections in the Final EIS have been updated to address these changes: Section 2.5.1 describes the Preferred Alternative and the refinements in other alternatives for Segment A; Section 4.1 describes the acquisition impacts; Section 4.4 describes impacts to community facilities and neighborhoods. In addition, Appendix F presents revised conceptual engineering plans for the refined Segment A alternatives; Appendix I-4.1 contains detailed maps and tables concerning acquisition, displacement, and relocation requirements for each Segment A alternative, and Appendix G has visual simulations.

As noted in Section 4.1, any acquisition of property, including a portion of a property, would require fair compensation to the property owner in accordance with Sound Transit policy and federal and state law.


Sound Transit
c/o Lauren Swift
401 S. Jackson St.
Seattle, WA 98104

C-030-001 We, the 300+ members of the Latvian Association of the State of Washington, are deeply concerned and bitterly disappointed about your proposed Light Rail plan. If the plan proceeds, it will drastically disrupt the well-being and perhaps even destroy the existence of the Latvian Lutheran Church and Cultural Center. Your planned construction of the Light Rail link between Northgate and Lynnwood does not seriously consider the social, cultural and physical impact on our old and well established multifunctional Center.

C-030-002 As you know, our first church and cultural center was taken for a park by the city of Seattle in 1969. Now it appears that we are facing possible condemnation and eviction for the second time in our 62-year history. In addition to our bitterness about the proposed plan, we most emphatically feel that virtually no consideration was given in your earlier planning to our facilities and the organizations which depend upon the Center. Although your current options do take minor note of our existence, those options are nonetheless inadequately thought through and need considerable further study. Issues of concern include, among others, track alignment, access, construction impact, noise abatement, geotechnical matters and the destruction of our caretaker's house.

In our opinion, Sound Transit has not fully examined nor addressed and given clear responses to our concerns. There also has been no meaningful rail alignment option given, such as relocation of the rail bed. There have been no solutions offered for the noise problems, vibration, lights and radio interference nor is there evidence of geotechnical studies having been performed.

For these reasons we request that you seriously review your plans and reconsider the DEIS and provide us with other workable alternatives.


Sarma Davidson,
Chairperson

Sarma Davidson	Inta Wiest	Valdis Jodais	Tatlis Jaundalderis	Aina Uskurs	Ingrid Doherty	Paul Kahmins	Daina Kusins
Chairperson	Vice-Chairperson	Treasurer	Assistant Treasurer	Secretary	Membership	Board Members	Board Members

C-030-001

The Sound Transit Board directed Sound Transit to explore a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall (also called the cultural center). Access to the property and its functions have been maintained, although a small portion of land on the properties edge would be acquired for the Preferred Alternative and other at-grade alternatives. Elevated alternatives would also require a portion of the church property, but an elevated design by the church is not the Preferred Alternative.

Several sections in the Final EIS have been updated to address these changes including: Section 2.5.1 describing the refined alternatives for Segment A; Section 4.1 describes the acquisition impacts; Section 4.4 describes impacts to community facilities and neighborhoods; Appendix F presents revised conceptual engineering plans for the refined Segment A alternatives; Appendix I-4.1 contains detailed maps and tables concerning acquisition, displacement, and relocation requirements for each Segment A alternative, and Appendix G has visual simulations.

C-030-002

Based on the comments from the Association, the church and many others, Sound Transit has updated the design of the at-grade alternatives as well as the discussions of impacts to the church. The Final EIS has further discussion of the avoidance, minimization and mitigation measures that the Preferred Alternative and other alternatives would incorporate. The presence of I-5 to the west limited options for realigning the tracks without creating more impacts to adjacent properties, but the Preferred Alternative and other at-grade alternatives, have a revised design that maintains access to the church. The design and analysis for the Final EIS has also further defined a realigned

access road that would be rebuilt to current standards, along with a rebuilt sound wall. The caretaker's building would be relocated, and Sound Transit would work closely with the church to identify a suitable relocation option. Vibration and noise impact information has been updated as well. The vibration analysis incorporated the results of geotechnical studies that included borings along with soils analysis. Section 4.7.3 of the Final EIS discusses noise and vibration impacts and Section 4.7.7 describes the proposed mitigation measures that would be applied. Section 4.5.2 discusses long term visual impacts and Section 4.5.3 discusses short term visual impacts, and mitigation measures for visual impacts are discussed in Section 4.5.6. Section 4.13 of the Final EIS discusses electromagnetic fields, which are produced whenever electricity is used. No sensitive receptors (i.e. hospitals, radio stations) are within the range of the light rail line, and it is not expected that the light rail would interfere with the Latvian Evangelical Lutheran Church's radio.



**LETTONIA
STATE OF WASHINGTON ALUMNI
ASSOCIATION**

September 14, 2013
Mukilteo

Sound Transit
Draft EIS Comments
c/o Lauren Swift

I am writing to you on behalf of the 22 current members of Latvian fraternity Lettonia State of Washington Alumni Association. Lettonia uses the Seattle Latvian Community Center several times a year for our chapter meetings and important celebrations, like our annual anniversary of the founding of the fraternity in 1870. More importantly many of Lettonia's members were among the Latvians who volunteered both time and money to build the existing facility at 11710 3rd Avenue NE. Because of the work and money the many Latvian fraternities devoted to the Center, we were granted free use of the Center's facilities. Losing this means we will have to use our membership dues to pay for facilities, rather than donating the money to educational causes, like the Latvian school.

All of us have been or still are active in other groups (church, seniors group, choir, folk dancing, golf association) associated with the center, including in leadership roles in these groups, so we will feel the disruption due to the impacts there too.

C-031-001

We request that the Sound Transit board take into account the needs of the Baltic community that utilizes this facility, find mitigations that will allow the Center to remain in its current location and continue to serve this very unique population.

Eric Raisters
Secretary
Lettonia, State of Washington Alumni Association
10507 64th Place West
Mukilteo, WA 98275

C-031-001

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained, although a portion of land on the church property would be acquired for the Preferred Alternative and other at-grade alternatives. Elevated alternatives would also require a portion of the church property.

Several sections in the Final EIS have been updated to address these changes: Section 2.5.1 describes the Preferred Alternative and the refinements in other alternatives for Segment A; Section 4.1 describes the acquisition impacts; Section 4.4 describes impacts to community facilities and neighborhoods. In addition, Appendix F presents revised conceptual engineering plans for the refined Segment A alternatives; Appendix I-4.1 contains detailed maps and tables concerning acquisition, displacement, and relocation requirements for each Segment A alternative, and Appendix G has visual simulations.

As noted in Section 4.1, any acquisition of property, including a portion of a property, would require fair compensation to the property owner in accordance with Sound Transit policy and federal and state law.

Swift, Lauren

From: Eriks Raisters <raisters@comcast.net>
Sent: Saturday, September 14, 2013 9:04 AM
To: Lynnwood Link DEIS
Cc: Raisters@Home
Subject: Comments on Lynnwood Link DEIS
Attachments: LettoniaSoundTransitLetter.pdf

Attached please find comments on the Lynnwood Link DEIS from the Latvian fraternity Lettonia regarding the effect on our organization due to the impacts stated to Seattle Latvian Church and Community Center at 11710 3rd Avenue NE, Seattle.

Regards,
Eric Raisters
Secretary
Lettonia, Sate of Washington Alumni Association
10507 64th PL. W
Mukilteo, WA 98275

*Northgate West Condominiums
11300 1st Avenue Northeast
Seattle, Washington 98125*

Sound Transit
401 South Jackson Street
Seattle, Washington 98104
Attention: Lauren Swift, Lynnwood Link Extension DEIS

Dear Seattle Sound Transit:

The owners and residents of Northgate West Condominium have the following concerns and suggestions regarding the proposed route of light rail from Northgate to Lynnwood.

- C-032-001** First, we wish to throw our support for the A1 proposal. We feel this will have the least impact along First Avenue Northeast. However, Sound Transit *must* make sure that we have ingress to and egress from our property at all times, as that is the only unencumbered entry/exit from our property.
- C-032-002** Additionally, we ask that Sound Transit work with the City of Seattle to install a left-turn signal from Northgate Way on to First Avenue Northeast to mitigate the loss of the bridge that crosses I-5. Without that mitigation, it will be difficult for vehicles exiting and entering our property.
- We also wish to express our concerns:
- C-032-003** The trees that line First Avenue Northeast are over 30 years old and irreplaceable. They screen noise from the highway, act as a dust screen to clean the air, and are visually attractive. Additionally, they provide shade and offer protection from the wind. Many studies have shown that people are happier and healthier when they look at natural, green scenery. We would hope that Sound Transit will do everything possible to preserve these trees, up to and including relocating them along the avenue, before considering chopping them down and replacing them with younger trees.
- C-032-004** Damage to our property as a result of construction must be monitored. We are specifically concerned about cracks in the asphalt and the foundation of the building on our property. We understand that soil samples were taken, and we would like to see a copy of the report in order to better understand any potential impact on our property.
- C-032-005** We also would like noise-monitoring and vibration-monitoring devices placed on our property to monitor the noise and vibration levels during and after the construction of the light rail and the running of the trains.
- Very truly yours,

The Owners and Residents of Northgate West Condominium (see attached list for signatures).

C-032-001

Your support for Alternative A1 is noted. During construction, access to your property will be maintained.

C-032-002

Although Alternative A1 was the basis for the Preferred Alternative, the Preferred Alternative does not require a reconstruction of the NE 117th Street overpass. If the overpass were to be reconstructed for the project, Sound Transit would coordinate with the City of Seattle for any changes to the intersection configuration or signal operation at Northgate Way and First Avenue NE, or for any other solution needed to maintain access via First Avenue NE.

C-032-003

As shown in Appendix F, Conceptual Plans, the proposed alignment extends through the trees on the east side of 1st Avenue NE in the vicinity of Northgate West Condominiums, and some tree removal would be required. Trees provide fairly low levels of noise reduction, but Sound Transit has evaluated the potential for increased noise due to the light rail project at the condominiums, and noise barriers on the elevated guideway would be part of the project as mitigation. Sound Transit will also comply with all applicable tree protection and replacement standards in City of Seattle Municipal Code Chapter 25.11. Potential mitigation measures are described in Section 4.5.5 (Visual and Aesthetic Resources) of the Final EIS.

C-032-004

During construction, Sound Transit would minimize the use of vibratory soil compactors and vibratory hammers near structures that are determined to be vibration-sensitive. Sound Transit would also avoid conventional vibratory hammers that have the potential to cause objectionable vibration and risk cosmetic damage. See Section 4.7.7 of

Below is my signature to be appended to the letter to Sound Transit regarding the light rail extension Lynnwood.

Print Name of Owner or Resident	Signature of Owner or Resident
Linda Deneault	Linda Deneault
GRANACE ZARIDES	Grance Zarides
Carolyn Darcy	Carolyn Darcy
RANDY WHIPP	Randy Whipp
Anna Segal	Anna Segal
Chao-Lin Hsieh	Chao-Lin Hsieh
Jon Jacobys	Jon Jacobys
Sherry Zeltman	Sherry Zeltman
Mohan Karki	Mohan Karki
CHERYL CRAWFORD	Cheryl Crawford
MAIZEL PUJIDANI	Maizel Pujidani
James VanderHogik	James VanderHogik
VICTOR NELSON	Victor Nelson
Sai Li	Sai Li
Amelia PHILLIPS	Amelia Phillips
Lester Logan	Lester Logan
BETTY HILTBIRUNE	Betty Hiltsbirune
Karen Welt	Karen Welt
JANNA CONDREA	Janna Condrea
Soon Suk Seo	Soon Suk Seo
EMILIE PADIERNOS	Emilie Padiernos
TRAVIS WILLIAMS	Travis Williams
VALÉRIE GARCIA	Valerie Garcia
Ginger Rebstock	Ginger Rebstock
JASON NEWMAN	Jason Newman
CAROLYN CAMPBELL	Carolyn Campbell

Page 1

the Final EIS for further information on potential mitigation measures. Geotechnical analysis continues through final design. Geotechnical Reports can be obtained by contacting community outreach staff identified in the Draft and Final EIS.

C-032-005



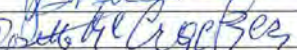

The Draft EIS identifies two construction activities with the potential to cause damage to adjacent buildings due to vibration during construction of the Lynnwood Link: vibratory pile driving and soil compaction using vibratory rollers. Sensitive structures along the alignment are at risk of cosmetic damage (the earliest indication of damage) wherever vibratory pile driving is conducted within 80 feet of a sensitive structure or a vibratory roller is operated within 40 feet of a sensitive structure. The distance to the nearest track at 11300 1st Avenue NE, Seattle is 38-45 feet, depending upon the alignment alternative. Therefore, vibration monitoring will be conducted at the building if any of the above activities are conducted next to the property. See Section 4.7.4 of the Final EIS for more information on construction impacts and Section 4.7.7 discussion of mitigation measures.

Vibration levels from running trains will be below the threshold of human perception at the property and, subsequently, will be far below levels posing any risk to the structure. Therefore, vibration monitoring of running trains is not warranted. See Section 4.7.1 of the Final EIS regarding the FTA criteria used to evaluate sensitivity to noise and vibration.

Below is my signature to be appended to the letter to Sound Transit regarding the light rail extension Lynnwood.

Print Name of Owner or Resident	Signature of Owner or Resident
Jonas Wilhelm	Jonas Wilhelm
Lynn Powell	Lynn Powell
Meriste Riggs	Meriste Riggs
Ana Pastor	Ana Pastor
EDNA HARRIS	Edna J. Harris
GARRET TORRES	Garret Torres
Chelsea Entrop	Chelsea Entrop
VERNA L. SANDERS	Verna L. Sanders
SHAN-CHU PEKG	Shan-Chu Pekg
Johnny Kim	Johnny Kim
Chris Nguyen	Chris Nguyen
Ray No	Ray No
Mildred L. Nisco	Mildred L. Nisco
Holly Quimby	Holly Quimby
KATY CHOW	Katy Chow
Monica Alquist	Monica Alquist
RENEE LEET	Renee Leet
LEILA BENTHARRATS	Leila Bentharrats
Ronald + Gloria Jefferson	Ronald + Gloria Jefferson
Kavonne Lynn	Kavonne Lynn
Nilla Harnik	Nilla Harnik
ELENA ANASTASIA	Elena Anastasia
Tadesse Wodajo	Tadesse Wodajo
ROBERT LU	ROBERT LU
ALISON DAMKEN	Alison Damken
KARLA KOON	Karla Koon

Below is my signature to be appended to the letter to Sound Transit regarding the lightrail extension Lynnwood.

Print Name of Owner or Resident	Signature of Owner or Resident
Robert Provenzano	
Joann Pokko	
Pratima Kunwar	
Josette McCracken	

Paramount Park Neighborhood Group

c/o Janet Way
940 NE 147th St.
Shoreline, WA 98155

September 23, 2013

Sound Transit Board
c/o Roger Iwata
<mailto:roger.iwata@soundtransit.org>
Union Station
401 S Jackson St
Seattle, WA 98104

Subject: Comment on Lynnwood Link Light Rail Draft EIS

Dear Mr. Iwata and Sound Transit Board:

Please accept our comments on the Draft EIS for Lynnwood Link Light Rail Project.

Paramount Park Neighborhood Group is a non-profit, grassroots organization incorporated in 1994, working for the protection and preservation of the neighborhood and ecosystem as it relates to Paramount Park Open Space and its related watersheds. It is composed of citizens and board members who all live in the neighborhood directly affected by the proposed North Corridor Transit Project and Light Rail Station area.

The Group seeks to bring individuals, groups and governmental entities and businesses together to address the issues relevant to preserving and protecting the beauty, natural features, hydrology and wildlife habitat found in and around Paramount Park Open Space.

The Group undertakes projects to preserve, protect and restore the eco-system native to the park, including, but not limited to: vegetation, streams that flow through the park, wetland areas within and around the park, and wildlife habitat within and around the park.

The Group sponsors and promotes educational programs, increased public awareness, facilitation of the exchange of ideas and information regarding events, projects or developments relevant to the park and related water shed preservation and protection projects.

C-033-001

We request "party of record" status with Legal Standing in this matter.

Please include our comments in the hearing record, and consider them in your administrative review and notify us of any and all meetings, hearings or updates on this proposed project.

We are concerned about severe, adverse environmental impacts of this project, which cannot be mitigated with the current proposal. These impacts would include direct, indirect and cumulative impacts of the project to the environment, especially to the surrounding neighborhood. We believe our citizens, neighborhood and our environment would be impacted in a number of ways by the current proposal including, but not limited to: increased traffic congestion, reduced traffic safety, inappropriate housing density, reduced water quality and quantity, increased localized flooding, increased taxes and other financial costs including reduced property values, increased air pollution, noise and glare, loss of wildlife and habitat, tree loss, loss of scenic and other aesthetic values, increased carbon impacts, and loss of their procedural due process rights.

We incorporate by reference, our original scoping letter dated April 23, 2012, and all of the comment letters received at that time. We also incorporate by reference all documents, studies and comment letters submitted to date on the DEIS process. We also incorporate the Shoreline South East Subarea Plan, adopted by the Council in 2012

<http://www.shorelinewa.gov/index.aspx?page=178>

and the Shoreline Sustainability Strategy adopted in 2008.
http://cosweb.ci.shoreline.wa.us/uploads/attachments/pds/esc/COMPLETE_FinalSESStrategy2008July.pdf

Position on Best Alternative

C-033-002

Paramount Park Neighborhood Group recognizes (with some trepidation) that the NE 145th proposed location would likely be the best for the Lynnwood Link Station Area. We agree with the position taken by the City and some in the 145th/155th Station Citizens Committee that the 145th Station offers the best access and the best opportunity for improvements to NE 145th (St Rt 523). And though it will bring about huge changes to our immediate neighborhood, it may be less disruptive than if it were built at NE 155th.

C-033-003

However, we are extremely concerned that the DEIS states in section 4.2.6 that "no mitigation related to land use would be required during construction or operation." It seems obvious to us that when you have a huge project plowing through an entirely single-family neighborhood, there would naturally have to be an "adverse impact" which needs to be mitigated.

Recommendation – We recommend that the project administrators look for ways to specifically address all negative impacts whether perceived or tangible and mitigate them.

C-033-001

There is no "party of record" designation for the environmental review process. Janet Way, member of the Paramount Park Neighborhood Group, has been added to the Lynnwood Link Extension project email update list.

The Draft EIS identified specific impacts due to each of the alternatives in various elements of the environment, and also described potential mitigation measures. High levels of adverse impacts in the areas of concern listed would not result with the proposed project design and the incorporation of best practices and mitigation measures. The project would not result in additional flooding, and in several areas would address existing problems for stormwater treatment and retention. Worsened congestion and safety are also not anticipated, and in a number of cases would involve improvements compared to No Build. Sound Transit is not proposing changes in zoning or densities in surrounding neighborhoods, although the potential for local jurisdictions to consider changes is evaluated as an indirect impact.

For impacts and proposed mitigation associated with traffic congestion and safety, please see Chapter 3 Transportation. See Chapter 4 Environmental Impacts and Mitigation for impacts and proposed mitigation associated with housing density changes as an indirect potential impact (Section 4.2 Land Use); water quality and quantity, including flooding (Section 4.9 Water Resources); tax base and property values (Section 4.3 Economics); air pollution and carbon impacts (Section 4.6 Air Quality and Greenhouse Gases); noise (Section 4.7 Noise and Vibration); glare, scenic and aesthetic values, including trees (Section 4.5 Visual and Aesthetic Resources); and loss of wildlife and habitat, including tree loss (Section 4.8 Ecosystem Resources).

C-033-002

Your preference for the 145th Street Station location is noted.

C-033-004

1) **Noise -**

Elevated Rail has been shown to be a major problem for noise and vibration pollution for nearby communities which have already experienced Light Rail projects. The DEIS admits in section 4.3.4 that there will be “Indirect or Secondary Impacts” which could bring “Disruptive noise levels” potentially from elevated transit that could impact communities economically. But we do not agree that these are “indirect impacts.” These would be more accurately labeled as “Direct Impacts.” They could result in health or safety problems for residents and property value reductions in adjacent areas.

Recommendation – Noise and vibration must be addressed to reduce impacts that could negatively damage and degrade the community as they have in other neighborhoods where Light Rail has been established. More studies should be done to develop technology that will reduce the noise and vibrations. It seems to us that noise and vibration generated from Elevated Transit would be a “Direct Impact”, and should be mitigated by tree planting, walls or berms to eliminate negative blows to community well-being.

2) **Traffic and Parking –**

C-033-005

State Rt 523 is a major highway and traffic connection between Shoreline, Seattle, Lake Forest Park and cities on the “Eastside” and Interstate 5 and Aurora Ave N (Hwy 99). It is a major alternative route for commuters and community users who avoid the tolling on the 520 Bridge. Many sensitive single-family neighborhoods lie just to the north of this route within the half-mile station area. This stretch of road is currently very congested during rush hours and experiences many vehicle collisions and other safety problems.

It is also a major Metro Transit route which could provide access to the Light Rail station and provide alternatives to single automobile trips, but only if the narrow highway is improved and retrofitted. This route also poses major safety problems for pedestrians and bicycle riders, but which could also offer improved use and safety if it were widened and improved.

Currently this route is also a major source of noise and air pollution.

Without mitigation and major improvements for this route the 145th Station Area would not be successful. The problems cited above must be addressed in order to provide a truly walkable Station Area for Light Rail.

We are also very concerned that the City of Shoreline and City of Seattle and their taxpayers will be left with the economic burden of upgrading and retrofitting all of the roads and other infrastructure that will be necessary to integrate and connect this

C-033-003

No mitigation is presented under the discussion of land use because the light rail project would support long-range planning and growth management policies and goals as stated in Section 4.2. The Lynnwood Link Extension project is consistent with the City of Shoreline 2012 *Comprehensive Plan*. The discussion of land use impacts in Section 4.2.2 also acknowledges other related long-term and construction impacts to the neighborhood in the introductory paragraphs of Section 4.2. Please see the discussion of impacts and proposed mitigation in the following sections: Chapter 3 Transportation; Section 4.1 Acquisition, Displacements, and Relocations; Section 4.4 Social Impacts, Community Facilities, and Neighborhoods; Section 4.5 Visual and Aesthetic Resources; Section 4.6 Air Quality and Greenhouse Gases; Section 4.7 Noise and Vibration; and Section 4.17 Parks and Recreation Resources.

C-033-004

It is Sound Transit’s policy to mitigate light rail transit noise and vibration impacts that would otherwise result in moderate or severe impacts, consistent with published FTA guidance. See Section 4.7 of the Final EIS for updated direct impact and mitigation information for noise and vibration. Noise walls are planned for all alternatives in this area, either at-grade or elevated, as mitigation for the light rail impacts.

The discussion of noise as a potential indirect economic impact in Section 4.3.4 was in the context of a review of combined effects of the project in ways that could reduce economic or business activity; with mitigation of the direct noise, traffic, property and other related impacts, the section describes a low potential for adverse economic impacts, and a good potential for positive economic effects.

Tree replacements and replanting are being considered for mitigation for visual impacts, and both WSDOT and local jurisdictions have tree or

C-033-005 | Light Rail service to our community. Our taxpayers are already paying a great deal of revenue into this system with little benefit thus far.

***Recommendation** – Follow through with studies on how to retrofit Rt 523 to accept the traffic, transit stops, widen sidewalks, add bike lanes, and pedestrian crossings, potentially with a traffic light, mitigate noise and air pollution and radically improve safety to improve access for the public to utilize the Light Rail Station to the maximum extent.*

C-033-006 | **3) Walkability, Bicycle and Transit Impacts –**
There are many opportunities to improve walkability and public safety and quality of life that could easily be implemented in the Ridgecrest neighborhood with the Light Rail project.

Paramount Park Open Space and Jackson Park contain excellent trail opportunities that are currently, already used by bike and pedestrian commuters. But the existing trail on 148th across Little Creek experiences wash-outs nearly every year. The undersized culvert there needs to be replaced with a “box culvert.” The replacement of this culvert would serve several purposes, improving stream function and enhancing the trail for safety.

C-033-007 | Light Rail should not displace bus ridership, but it should be designed to be coordinated and build transit of all forms.

Circulator buses should be provided for cross-town to bring riders from all parts of Shoreline and North Seattle, especially from schools and Shoreline Community College. There should also be improved opportunities for handicapped access to sidewalks and transit, with increased usage of handicapped access vans. The DEIS mentions little about serving this community.

C-033-008 | Development of light rail should not be an excuse to put tolling in place on I-5 to increase revenues. This would only decrease support for Light Rail ultimately and not increase likelihood of success.

C-033-009 | ***Recommendation** –we suggest that planners refer to the SE Subarea Planning documents for ideas on how to improve pedestrian safety throughout this older neighborhood. Particularly, attention should be paid to connections between Jackson Park, Paramount Park Open Space and 15th Ave NE. Sidewalks and LID projects should be deployed to improve drainage as well as walkability. Bike lanes and biking facilities should be developed at the Light Rail station area, with bike lockers and storage.*

C-033-010 | **4) We believe that the stormwater runoff is not being adequately addressed, and negative impacts to Thornton Creek will be adverse.**

Light Rail **cannot** be built to Shoreline along the I-5 corridor without impacting

vegetation replacement requirements that will apply to the project, but vegetation offers limited noise abatement value.

C-033-005

Table 3-26 in the Draft EIS identified where mitigation would be needed to address the project's impacts near the NE 145th Street Station, including due to additional traffic using NE 145th Street (SR 523) to access the station and/or park-and-ride garage. This information has been updated in Table 3-27 of the Final EIS. Other features of the project, including for station area improvements for transit, pedestrians, and bicyclists, have been identified through further planning for the Preferred Alternative; please see section 2.5 of the Final EIS for more details. Sound Transit is not required to improve existing deficiencies in areas that are not adversely affected by the project. In a separate effort, the City of Shoreline, in coordination with Sound Transit and WSDOT, is conducting a study to review potential improvements along NE 145th Street, including at the NE 145th Street and I-5 interchange, to improve traffic operations, connections and safety for all modes in the area.

C-033-006

The project is being designed to encourage the use of walking and biking to reach the station and connect to the surrounding communities. Streets and station areas reconstructed as part of the project will accommodate pedestrians and bicyclists consistent with applicable city standards and plans. Sound Transit is aware of the community's interest in enhancements at Paramount Park and the open space, and the agency has included these areas in a planning review of potential candidate sites for natural resource mitigation, but site requirements would depend on the permitting requirements for the project to be built. As the project enters final design and permitting, Sound Transit will continue to coordinate with the City of Shoreline and other permitting agencies to finalize the project's approach to meeting permitting requirements.

C-033-010

Thornton Creek and its associated wetlands. This is just a reality. Interstate 5 was built in the middle of an extensive wetland system. The remnants of that system remain alongside the freeway. There is a significant wetland at 148th and the Freeway. It is mapped. There are wetlands quite obviously associated with the creek corridor along Fifth Ave and at Twin Ponds area (Pevely Pond at Aegis is another example). While these wetlands are somewhat degraded, but continue to be important headwaters wetlands for Thornton Creek and must be protected!

C-033-011

Thornton Creek is the largest watershed in Seattle and Shoreline. The creek runs under I-5 and has a major tributary, Little Creek running under NE 145th. Little Creek at Paramount Park Open Space is associated with largest wetland system in Shoreline. Over 40 bird species have been observed in Paramount Park, including Pileated Woodpecker, Raptors (Bald Eagle, Sharp-shinned Hawk, Red-tailed Hawk, Peregrine Falcon), Great Blue Heron, and Band-tailed Pigeon. Thornton Creek is critical habitat for five species of salmonids, including Chinook and Steelhead (a steelhead was observed in a reach of Thornton Creek, just north of NE 155th St in 2004. It was confirmed by three biologists from several governing authorities, including WDFW). There are also sensitive wetlands associated with the creek corridor, which are constrained next to Fifth Ave NE in the path of the Lynnwood Link route.

The DEIS failed to study the upstream areas or the overall, cumulative impacts of Elevated or At Grade Light Rail Tracks and Station areas on wildlife habitat.

Other Critical Areas and stream systems are mentioned in the DEIS, including McAleer Creek. It well known to contain important salmonid populations.

All the creeks in the study area are distressed due to impacts from stormwater inundation. LID technologies utilizing natural drainage systems, swales, native plantings and should be used to retrofit existing drainage along with this project development.

Recommendation – *We request that more study and LID methods be detailed and deployed to find ways to retrofit Thornton Creek where the Lynnwood Link intersects with it and also mitigate the damages by providing more quality open space and improvements for Little Creek to enhance pedestrian and bike usage and water quality and wildlife habitat. The culvert under I-5 should be retrofitted for improved fish passage. There are existing technologies that can do this with a minimal effort. The mistakes of the past in Thornton Creek need not be perpetuated by our State, regional and local governments. Salmon will return if fish passage is improved to allow return to existing wildlife habitat upstream. Salmon recovery is a goal of every governing body that is charged with completing a Light Rail system. It should not just be a lofty goal, but an achievable objective.*

5) Open Space and Parks –

C-033-007

Sound Transit coordinated with King County Metro and Community Transit on initial assumptions on bus service to the stations, but decisions on final service levels and routes would be defined through a public planning process occurring closer to system opening. The conceptual service plan assumes higher levels of feeder service to the station along east-west arterials, but also includes north-south connections. Service on some current routes that duplicate the project's proposed service and major regional connections could be redirected by Metro because riders are likely to prefer the faster, more frequent and reliable service offered by light rail. As described in Section 2.3 of the Final EIS, all stations would be accessible as required under the Americans with Disabilities Act (ADA), and would include pedestrian and bicycle access to and from feeder bus lines, park-and-ride facilities, and surrounding streets. They would be designed to satisfy all applicable public access, and life safety requirements. As described in Section 3.2.5 of the Final EIS, Sound Transit would continue to develop the project's pedestrian and bicycle improvements at Lynnwood Link Extension stations consistent with its current System Access Policy.

C-033-008

Tolling I-5 is not a component of the Lynnwood Link Extension project. Tolling I-5 would be a decision of the Washington State Legislature and wholly independent of this project.

C-033-009

Currently, the project is assuming that all streets reconstructed with the project will be built to current standards for bicycle and pedestrian facilities. The station sites will also accommodate pedestrian and bicycle connections, and will include areas for bike parking and storage. Several of the streets being rebuilt in station areas include bike lanes, as called for in City of Seattle and City of Shoreline transportation and bicycle plans. Improvements to other areas not altered or adversely

C-033-012

With increased density, more Open Space is a crucial element of successful communities and walkability, and one that is called for the Shoreline Comprehensive Plan. Protecting critical habitat is also a necessity in order to protect our water and air quality.

There are several important parks that are in the Station Area that should be enhanced and retrofitted for the expanded use that should naturally come from increased density and walkability desired by planners and citizens anticipating the Lynnwood Link Light Rail project.

However, it is a major oversight in the DEIS that many important parks, open space and environmental assets are NOT EVEN MENTIONED! For instance, in Section 4.17.1, Jackson Park and Twin Ponds Park are discussed, but Thornton Creek (the largest creek system in both Shoreline and Seattle) is not mentioned! Neither is Paramount Park Open Space, which offers major commuter trail and recreational trail routes and contains the largest wetland in Shoreline and a vital tributary, Little Creek. Paramount Park Open Space is within a .5 mile of the Light Rail route, but it is not included in Open Space analysis. This is not acceptable.

C-033-013

Paramount Park Open Space and Jackson Park are the closest parks to the 145th Alternatives. These two parks should have a natural connection at Eleventh Ave NE, both for the community and for wildlife. Both have very important pedestrian access components and needs for improvements. Also, there are several other parks nearby. Paramount School Park is an important recreational asset, with the Skateboard facility and Ridgecrest Park has handball courts and ball fields that are valued by a segment of the citizenry. Also, Twin Ponds Park has a significant section of the North Branch of Thornton Creek running through it.

A traffic light and crosswalk should be installed at Eleventh NE or Tenth NE to allow for safe pedestrian crossing and an alternate entrance to Paramount Park Open Space. The City has considered purchasing the "Jackson Plateau" property there, as an addition to Paramount Park Open Space, since a development of a cul de sac project there failed. It has been listed on the Shoreline "Pro Parks" plan as a possible acquisition. It is a natural wildlife corridor, which could connect these two assets for recreation and walkability in the Seattle and Shoreline neighborhoods of the station area.

Paramount Park also needs a great deal of work on trail improvements. A "box culvert" should be installed at 148th to better contain flooding in Paramount Park. And the culvert for Little Creek under NE 145th must be replaced to restore fish passage. These are all relatively inexpensive improvements that need to be addressed to provide walkability and mitigate damage to the Thornton Creek Watershed, which Light Rail will inevitably affect.

affected by the project are not proposed. Sound Transit will continue to work with local jurisdictions to finalize the projects' station access plans, consistent with Sound Transit's System Access Policy.

C-033-010

Sound Transit recognizes the importance of Thornton Creek and its associated wetlands, and the agency has conducted initial mitigation and permitting planning for the project that considers opportunities for mitigation sites within the Thornton Creek watershed. Federal, state, and local regulations may require Sound Transit to mitigate impacts on wetlands and buffers using an approved mitigation bank (if available in the future), King County in-lieu fee program, or project-specific mitigation developed by Sound Transit. If project-specific mitigation is developed for this project, site selection would emphasize a watershed approach. Section 4.8 of the Draft EIS describes resources and potential impacts and proposed mitigation.

C-033-011

Sound Transit's Ecosystems Technical Report accompanied the DEIS and provided greater detail on resources in the project area. The technical report, now updated for the Final EIS, also describes the study area and the methods used to identify areas likely to be affected by the project construction and operation. During scoping for the EIS, the project's proposed analytical methods were reviewed by a variety of agencies with jurisdiction and natural resource expertise. The analysis of ecosystems impacts, including impacts to fisheries and wildlife habitat, was conducted and coordinated with the water resources analysis discussed in section 4.9. Finally, further information has been developed for a Biological Assessment in conjunction with Endangered Species Act compliance; see Appendix O of the Final EIS. Sound Transit policy requires all projects to consider low-impact development (LID) methods as a first choice for stormwater treatment. The project will review the feasibility of LID strategies as part of the project design, in conjunction

C-033-013 | *Recommendation – Follow up with studies and implementation to improve open space access and walkability in the immediate neighborhood. Review and reanalyze impacts to environmental assets in local parks and how the Lynnwood Link might affect them. Include Paramount Park Open Space and Thornton Creek in this analysis. Consider improvements to these assets as mitigation for needed improvements to walkability and bicycle commuting.*

C-033-014 | **6) Neighborhood –**
If the Lynnwood Link is to be built, there will undoubtedly be many changes to our quiet, single-family neighborhood. These changes must be carefully implemented and properties that are affected must be adequately compensated and transitions to single-family neighborhoods must be gradual and carefully planned. Quality community design elements must be included to improve walkability and preserve quality of life.
Recommendation – Use the recommendations in the Southeast Subarea Planning Effort completed in 2012 to improve the neighborhood when Light Rail is implemented.

C-033-015 | **7) Air Pollution and Carbon Footprint –**
We are concerned about what the true “carbon footprint” impacts of this project would actually be. Considering the likely possible tree losses in the route of the rail line between Northgate and through Shoreline and carbon footprint of the massive amounts of concrete which would be utilized for construction of elevated pilings, parking garages, plazas, and station areas, we question the actual calculation and ultimate value in the region’s investment in the Lynnwood Link.

C-033-016 | There are literally thousands of valuable mature trees of many varieties along the proposed route. These trees are now providing excellent services mitigating the air pollution, shading, wildlife habitat and stormwater runoff in the corridor from freeway traffic and vehicle pollutants. The corridor and associated development proposed for the elevated structure for the Lynnwood Link would most likely destroy most of those trees. There must be mitigation included which would provide a 3-1 replacement value for those trees particularly the “native” conifers which offer the most in environmental services.

C-033-017 | Also we are concerned about additional traffic congestion, which will undoubtedly result from this project in the immediate and nearby neighborhoods and the pollutants that will be generated. How will those impacts be mitigated? The answer cannot be that no parking will be provided for the passengers of Light Rail, otherwise ridership will be inadequate to justify the entire project.

with project permitting. Sound Transit would minimize the potential for interference with possible future fish habitat restoration projects from construction of the light rail alternatives by designing and locating project features to avoid Thornton Creek.

C-033-012

As described in Section 4.17 of the Draft EIS, parks, recreational resources, and open spaces located more than 0.25 mile from station locations or 300 feet from light rail tracks would not experience direct impacts from the project. Paramount Park is outside the general study area used for parks (see Figure 4.17-1), and there were no environmental topic areas that identified adverse effects extending beyond that distance. Based on the Draft EIS analysis and the updated Final EIS findings, a station at NE 145th Street would not result in adverse direct or indirect impacts to any designated open spaces associated with Thornton Creek (Park #1 was identified in Table 4-17-1). Impacts to Jackson Park would be primarily visual. Therefore, no mitigation at those parks is proposed except to address visual impacts at Jackson Park. Potential changes in allowable density would be an action taken by local jurisdictions, if at all, and not by Sound Transit, but are discussed in the indirect impacts section in each environmental topic area. The potential impacts and any mitigation due to increased density would be considered during the planning and environmental review for any comprehensive plan changes by the local jurisdictions, as well as for the local approvals for potential developments by others.

Potential impacts to Thornton Creek are discussed in Section 4.8 of the Draft EIS, Ecosystem Resources.

C-033-013

Please see response for comment C-033-012.

C-033-018

Recommendation –

We request that the maximum number of trees should be retained whenever feasible, and any that are cut should be replaced on site or nearby with a 3-1 ratio, preferably with conifers and native species. The carbon generation should be offset with solar and other renewable technologies in the development of the station area.

C-033-019

C-033-020

8) Light Rail Station Area Planning –

The Light Rail Station area should be a major center for community connection, architecturally attractive and economic improvement and not just an expensive, huge concrete mausoleum for parking and a reason to cut a huge number of trees that have grown up to screen our neighborhoods from I-5 over the last 50 years.

We believe it should include opportunities for retail establishments, which can provide useful services to commuters and local residents. Restaurants and other service providers should be included. Lighting and glare should be considered and designs should provide technologies to save energy and shield surrounding communities from their impacts. Signage should be attractive but not dominant.

Recommendation –

We recommend maximum usage of green technologies in the construction of these buildings and additions of community assets such as opportunities for smart cars sharing, bike share, bike lockers, adequate parking to increase ridership, numerous transit connections, meeting rooms, plazas with eating areas, shading, native landscaping, artistic and decorative design which reflect the Northwest culture.

We look forward to working with the Sound Transit Board and all the entities that will be doing the implementation of this planning effort.

Thank you for your consideration.

Respectfully submitted,

C-033-014

The Draft EIS acknowledged that construction of the station, parking garage, and other facilities would alter the visual characteristics between the highway and the adjacent single-family residential neighborhood, and would also remove several single family homes at the edge of the neighborhood. After mitigation and improvements to address traffic and circulation needs, other direct changes to the neighborhood would be limited. For a more detailed discussion of visual impacts and mitigation, see Sections 4.5.2 and 4.5.7, respectively. Other sections found low to moderate effects for a station adjacent to I-5 at an existing freeway interchange and at the intersection of two major arterials. For additional information refer to Section 4.4 - Social Impacts, Community Facilities, and Neighborhoods in the Final EIS.

Longer-term changes in the neighborhood could occur if local jurisdictions amend plans governing allowable uses of properties adjacent to the light rail transit station. These would be local decisions made by local jurisdictions, and are not proposed by Sound Transit. Section 4.2.4 discussed the potential for impacts due to land use changes by local jurisdictions.

The project also includes amenities and improvements such as bike facilities on rebuilt sections of 5th Avenue NE and improved sidewalks in the station area.

C-033-015

During final design, Sound Transit would consider opportunities to plant trees, consistent with the sustainability policy, which recognizes the benefits tree plantings would have; plantings are also likely to be a condition under various permits required for the project. Please refer to the visual and ecosystems sections for more details on specific mitigation commitments that would include replacement plantings.

Janet Way, President
Paramount Park Neighborhood Group

The Draft EIS estimated the greenhouse gas emissions during construction by using several sources, including information based on the agency's own projects that are similar in scale and construction methods to the Lynnwood Link Extension. Producing and disposing of materials needed to build the project will also produce greenhouse gas emissions, which would be an indirect effect of the project. However, at this time, there is no standardized methodology for calculating the embodied and lifecycle emissions from transportation projects.

C-033-016

Sound Transit's policy [Executive Order No. 1, Establishing a Sustainability Initiative for Sound Transit (2007)] on ecosystem mitigation is to avoid impacts on environmentally sensitive resources to the maximum extent practicable and to provide adequate mitigation to ensure no net loss of ecosystem function and acreage as a result of agency projects. Sound Transit will comply with all applicable tree protection standards in local jurisdiction codes.

C-033-017

Mitigation measures for any impacts from traffic congestion as a result of traffic accessing a station or park and ride will be included as part of the project. No adverse air quality impacts are expected. Analysis of potential air quality impacts is provided in Section 4.6 of the Draft EIS.

C-033-018

Please see response to C-033-016.

C-033-019

Sound Transit's policy [Executive Order No. 1, Establishing a Sustainability Initiative for Sound Transit (2007)] on petroleum conservation and renewable fuel and energy is to work with energy providers to maximize the percentage of renewable energy purchased.

Sound Transit's approach to incorporating sustainability opportunities into its facilities is summarized in Section 2.6 of the Draft EIS.

C-033-020

The project does not propose specific other uses such as retail, but Sound Transit policy encourages potential partnerships for transit-oriented developments (TOD). Sound Transit's TOD and Sustainability Policies will continue to be applied during final design. See Section 4.5 for visual impacts and mitigation.