



SEATTLE LATVIAN LUTHERAN CHURCH
11710 3rd Ave. NE, Seattle, WA 98125

Pastor Daira Cilnis, D.Min.
10702 Lakeside Ave. NE, Seattle, WA 98125
206-674-9600
cilnis@earthlink.net

September 18, 2013

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

To the Board of Sound Transit:

C-034-001

The Seattle Latvian Lutheran congregation is experiencing a feeling of *deja vu*. Yet again it has become a possibility that our church and community center will be taken from us, as it was 44 years ago. For the older members—this is the place they built with their hands, volunteering their time, after work and on weekends. Built not only with brick and mortar, but also with hopes and dreams—a center for their children and grandchildren, so that they too could learn about their Latvian heritage.

In the 42 years since we are in our present location, this has become our Latvian church home. It's where we gather on Sundays to worship in the language of our heart—the only place in Seattle, where services are held in Latvian. And, since our community has now grown to include many "adopted Latvians" who many not speak the language, but do feel at home—we also have services once a month in English.

It's the spiritual home to which our children and grandchildren return for Christmas and Easter. It's where we celebrate the birth and baptism of our little ones. (Next Sunday, we will be baptizing Kevin Erik, whose mother was also baptized in our church—a continuity that adds richness of meaning for both parents and grandparents!)

It's where we rejoice with young couples (and occasionally, not so young!) as they set out on the journey of marriage—and where we mourn those whose life journey has come to an end. In church, our family home.

I speak for all of us—the founding members who built our church, their children who are now bringing their own children here, as well as our dear "adopted" Latvians: it is our hope and our prayer that this time it won't be *deja vu*, that Sound Transit will find a way to let us remain in our church home that is so important to our lives.

Sincerely,

Pastor Daira Cilnis

C-034-001

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.



SIGULDA

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

September 18, 2013

Re: Lynnwood Link Light Rail Extension

C-035-001

I am writing on behalf of the Latvian choral ensemble Sigulda, based in Seattle. Our 25 member group was established in 1985 and has performed at multiple events in the Seattle area over the years. Our group sings for Latvian functions and church services, as well as for other community performances, including Northwest Folklife and the Bellevue Sister Cities Association.

It is a great concern to us that the Seattle Latvian Community Center is endangered by all of the alternatives currently proposed in the DEIS. We hold weekly rehearsals in the hall at the Center, located at 11710 3rd Avenue NE. We have always had a need for piano accompaniment and hence have never been able to fit rehearsals of that size in any one individual's home.

We urge Sound Transit to find an acceptable version of developing the light rail project through the Northgate area that allows the Seattle Latvian Community Center & Church to remain a vital, functioning property. There simply is no other location within the Baltic community that serves such a prominent role throughout the Pacific Northwest.

Please consider the needs of the local citizens who use this Center so frequently and on so many different levels, as you move forward with this project. Thank you for your consideration.

Sincerely,

Inese Bergman for Sigulda
611 Birch St
Edmonds WA 98020

C-035-001

Thank you for your concerns about the potential displacement of the Latvian Evangelical Lutheran Church and for highlighting its significance to the region's Baltic community. 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.

September 23, 2013

VIA EMAIL AND HAND DELIVERY

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

Email: LynnwoodLinkDEIS@soundtransit.org

Re: Lynnwood Link - Petitions against Alternative Routes C1 and C2

To: Sound Transit Board:

C-036-001 Attached are approximately 1,800 signatures on petitions against Routes C1 and C2. There are more petitions against C1, only because our group, Save Scriber Creek Park, did not unite with the residents and business owners against C2 until after the Sound Transit Meeting on August 21.

When we petitioned, we used the comparison chart (Chapter 5, Table 5-4 Comparison of Segment C Alternatives) and the map (Summary, Figure S-8, Alternatives C1, C2, and C3) from the DEIS so that people would understand what they were signing and had extra copies available as hand-outs. (See attached documents.) Almost without exception, the signers said that C3 was "the way to go"; "a no brainer"; "why are the other two routes even in the picture?" These are a few examples of their pro C3 comments.

We also told the people who signed the petition that their information would be sent only to the Sound Transit Board because many people expressed concern about how their information would be used.

If you have questions, I can be reached at (425) 776-5374.

Very truly yours,



Maryellen Walsh

Enclosures (Comparison Chart, Map and Petitions - 181 pages with app. 1800 signatures)

Cc: Lynnwood City Council (Comparison Chart and Map only)
Save Scriber Creek Park and Wetlands Group

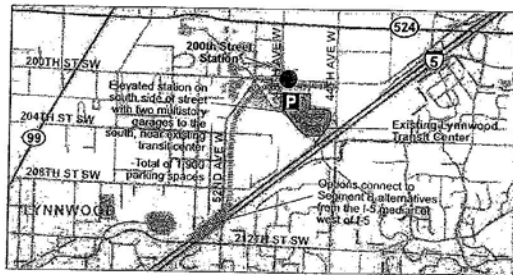
C-036-001

Thank you for providing signatures regarding opposition to Alternatives C1 and C2. Per the request of signatories, the signatures have not been included in the Final EIS.

Table 6-4. Comparison of Segment C Alternatives

Alternative Station	C1 200th Street SW	C2 At transit center	C3 At park-and-ride
Category*	Measure		
Capital Cost	2012 dollars (in millions)	\$120 to \$158	\$97 to \$140
Ridership	2033 daily boardings (net) ^b	19,400 to 19,800	19,400 to 19,800
Station Area Transit-Oriented Development	Qualitative rating of potential under existing conditions (limited-moderate-strong)	200th Street SW Station: moderate-strong	Lynnwood Transit Center: moderate-strong Lynnwood Park-and-Ride: moderate-strong
Property	Number of parcels affected	108	28
	Number of residences displaced	72	1
	Businesses and institutions displaced	31	3
	Estimated WSDOT right-of-way needed (acres)	1	1
Transportation	Realigned streets	—	—
	Number of parking spaces removed	6	4
Ecosystem Resources	Wetland / buffer acres affected	Less than 0.1 / 0.5 - 0.9	0.9 - 1.0 / 0.5 - 0.9
	Acres of vegetation removed	1	1
Visual and Aesthetic Resources	Qualitative rating (low-medium-high impact)	High	High
Noise	Number of properties affected before mitigation ^c	246-289	108-116
	Number of properties affected after mitigation ^c	0	0
Parks and Recreational Resources	Resources directly affected	Interurban Trail Scriber Creek Park Scriber Creek Trail	Interurban Trail Scriber Creek Trail

* Only categories with notable impacts or differences among alternatives are shown; Chapters 3 and 4 include full results.
^b Range reflects contingencies for a nonoptimal level design. Figures rounded to the nearest 510 million.
^c Ridership range reflects total boardings at this station, but adjusted to reflect ridership changes caused by additional station(s) in Segment A or B and their effect on ridership in this segment.
^d Includes park-and-ride noise impacts.



C1: 52ND AVE W TO 200TH ST STATION



C2: 52ND AVE W TO LYNNWOOD TRANSIT CENTER STATION



C3: ALONG I-5 TO LYNNWOOD PARK-AND-RIDE STATION

Figure S-8. Alternatives C1, C2, and C3

SUMMARY



September 19, 2013

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

On behalf of what we learned from 700 Boomer aged participants who attended our Aging Your Way gatherings across King County including Shoreline, I would like to comment on the draft EIS. While most people associate Senior Services with the current elder cohorts, which would be the Silent and Greatest Generation, we are also engaging with the Boomers. They are a large, vocal cohort with different desires and values about what kind of community would support their aging.

What we consistently heard across the 12 gatherings and a summit we organized was a vision of the future that didn't require getting around in a car. We also heard a strong interest in sustainability and a desire to leave a positive legacy.


We are delighted that light rail is coming to Shoreline, the eastside, Capitol Hill and being extended south past the airport. This is how Boomers envisioned getting around along with a built environment that was pedestrian and bicycle friendly and with more frequent bus service. We also heard a lot about circulating shuttles. Boomers will more readily give up their keys when there are more transportation choices. This desire stands in stark contrast to their parents and grandparents who had to have the keys pruned out of their hands.

C-037-001 | So many Boomers we talked to would be puzzled about a project that is scheduled to come on line ten years from now that has parking garages at both of the proposed Shoreline stations. We understand that people who currently live there are concerned about people parking in their neighborhood. We wonder how relevant this will be 10-20 years from now when the station areas are rezoned for multi-family housing? Indeed this is the only kind of development that makes sense near a light rail station.

C-037-002 | I would like to get back to the circulating shuttle idea which was popular amongst Boomers. Why wouldn't this work in the short term (ten years from now) for getting the people who don't want to drive to the station or for whom walking and cycling is not an option?

C-037-003 | In closing, the Boomers we talked to support strategies that are sustainable. Auto dependent strategies are not sustainable and that translates into Boomers being bad ancestors.

Sincerely,



Joanne Donohue, VP

Cc: Shoreline City Council

A non-profit agency supported by United Way of King County investments
2208 Second Ave, Seattle, WA 98121
(p) 206 448-3110 • (TTY) 206 448-5025 • (f) 206 448-5766 • www.seniorservices.org

C-037-001

Please note that the majority of patrons for most stations would be arriving via transit, walking or biking, but parking is still expected as part of a solution that attracts patrons who might otherwise make the trip on congested highways.

The parking supply levels currently proposed reflect continued projections showing demand for parking as one element of an effective multimodal access plan, consistent with Sound Transit's adopted System Access Policy. Even with potential redevelopment in station areas, the project is being designed to serve the larger north corridor area, which is densely developed, largely residential and constitutes a large population that uses park and rides and transit today to reach jobs and destinations at the regional centers in the north and south, including downtown Seattle, Northgate and Lynnwood.

C-037-002

The plan for transit service connections to stations will be refined in coordination with partner transit agencies and local jurisdictions as the project approaches the start of operation; in King County, this planning would be led by King County Metro. The project's current transit integration plan for the project anticipates frequent local services connecting to the stations, most of which connect to other activity centers east or west of I-5, but circulators could be considered.

C-037-003

Comment noted.

Thornton Creek Legal Defense Fund
Patricia Sumption
10510 – 11th Ave NE
Seattle WA 98125

September 23, 2013

Sound Transit Board
c/o Roger Iwata
Union Station
401 S Jackson St
Seattle, WA 98104

Re: Lynwood Link Light Rail Draft EIS

Dear Mr. Iwata and Sound Transit Board members:

C-038-001

Thank you for this opportunity to comment on the Draft EIS for Lynwood Link Light Rail Project. Thornton Creek Legal Defense Fund hereby requests “party of record” status with legal standing in this matter, and also requests party of record status and legal standing for its board members, Janet Way and Patricia Sumption.

Although Thornton Creek Legal Defense Fund was present and made oral comments on the Lynwood Link Light Rail project in April 2012, we did not receive notice of this opportunity to comment on the Draft EIS. For that reason we were scrambling to get these comments written by the deadline. Please make sure Thornton Creek Legal Defense Fund stays in your records this time.

We request “party of record” status with Legal Standing in this matter

Thornton Creek Legal Defense Fund (TCLDF) is a non-profit organization begun to provide grassroots support to protect Thornton Creek, its tributaries, and their ecosystem.. TCLDF was incorporated in 1999. Its board and members are composed of citizens who live within the Thornton Creek watershed and beyond. These folks are concerned about the possible negative effects of the proposed North Corridor Transit Project and Light Rail Station area.

It is important to TCLDF that concerns of this and other neighborhood and citizens are heard, along with those of governments and businesses. TCLDF has worked in the past to accomplish goals that protect Thornton Creek and still accommodate other stakeholders and competing needs. We worked hard to bring all sectors to the table when we sought to daylight part of Thornton Creek south of the Northgate Mall and our efforts resulted in a project which included retail, condominiums and apartments, the daylighted creek, a small park, and parking facilities for the adjacent Metro Transit station.

C-038-001

There is no "party of record" designation for this project. Instead, interested parties are encouraged to sign up to receive periodic project updates and information disseminated by email. Sound Transit has added Patricia Sumption's and Janet Way's email addresses to the project update list.

C-038-002

Thornton Creek Legal Defense Fund and other citizen groups must be a part of the discussion and process again in the decisions to be made re the Lynwood Link Light Rail (LLLR). Urbanites need and desire to have natural beauty near where they live along with urban amenities. The Sound Transit Board must hear these voices and protect Thornton Creek and its wildlife, salmon, and other aquatic life. TCLDF also seeks to protect the hydrology, wetlands, and natural (native, where possible) vegetation. We also seek to protect amenities such as wildlife corridors, parks, and greenways for their own sakes and for the enjoyment of people living nearby. We are aware that this will not be easy since the I-5 Freeway is squeezed in tightly next to Thornton Creek in many areas through the proposed LLLR route, and that therefore the LLLR route will be very close to the Creek as well. The solutions to trying to put everything in the same place will not be easy to come by, but TCLDF feels it has expertise in helping to find solutions that will help the process, as evidenced by our success at the South Parking lot adjacent to Northgate Mall and the Metro Transit Center.

C-038-003

It appears that under the current proposal it may be impossible to mitigate harmful impacts on the environment. The proponents of the LLLR must consider direct, indirect and cumulative impacts on people living along this corridor and on the natural environment, including Thornton Creek. Since there may be problems achieving mitigation regarding these important issues, TCLDF must be allowed a place in the discussion of routes as well as mitigation efforts.

Together we must find solutions that deal with traffic safety, increased traffic congestion, potential excess housing density and height, effects on water quality and quantity necessary for humans and for fish and wildlife, loss of habitat and of wildlife. TCLDF seeks to protect the area against such impacts as well as others such as localized flooding, reduced property values, impaired air quality and added carbon emissions, reduced property values, loss of trees, increased noise and glare. If Thornton Creek Legal Defense Fund and Sound Transit Board accept such impacts as the necessary cost of expediting movement of people, we will create an environment which will send many people elsewhere, seeking a place where decision makers recognize the value of the natural environment and protect it as an absolute necessity.

C-038-004

Thornton Creek Legal Defense Fund has a number of concerns with the proposed Best Alternative for the LLLR. They include impacts related to problems with Increased Noise; Traffic and Parking; Walkability, Bicycle and Pedestrian Safety and Facilitation; Increased Stormwater Runoff and its negative impacts on Thornton Creek and other water bodies; Open Space and Parks; Consideration for Neighborhoods; Air Pollution and Carbon Footprint; and Light Rail Station Area Planning. These points were all raised in the comment letter by Paramount Park Neighborhood Group on this Draft EIS and since we want to meet the deadline we will follow their lead on the specifics of these issues.

Having reviewed the comment letter from Paramount Park Neighborhood Group, TCLDF hereby adopts and incorporates into this comment letter on the D-EIS for the Best Alternative for the LLLR route, the comments in Paramount Park Neighborhood Group's

C-038-002

Sound Transit recognizes the importance of Thornton Creek and its associated wetlands. None of the alternatives would entail in-water work in Thornton Creek. Sound Transit also is designing the project to minimize the potential for construction impacts and for permanent facilities to interfere with possible future fish habitat restoration projects, including at Thornton Creek. Please see Section 4.8.6 Mitigation Measures in the Ecosystems section of the Final EIS. This section discusses Sound Transit's policy on ecosystems mitigation, calls for avoiding environmentally sensitive resources where possible, and requires mitigation to achieve no net loss of ecosystem function and acreage. The project's final design and permitting processes will also provide opportunities for interested parties to review design proposals and make comments.

C-038-003

The Draft EIS did not find a broad set of unavoidable and significant adverse effects that cannot be mitigated. The Draft EIS included a review of potential adverse direct, indirect, and cumulative effects in all topic areas required under NEPA and SEPA, and the Draft EIS has been subjected to the review of the public, including other resource agencies and jurisdictions. The Final EIS has further detail on Sound Transit's mitigation commitments for the Preferred Alternative and potential mitigation for other alternatives. The Summary section S.10 discusses areas where unavoidable adverse effects may remain after mitigation, and these would primarily be related to the removal of mature vegetation and trees in areas to be occupied by the guideway. The project would not directly lead to overbuilding or over-densification, as any other proposed plans or developments not allowed by currently adopted plans would require additional approvals by local jurisdictions. Sound Transit remains open to suggestions for minimizing impacts and providing mitigation. It will also continue to explore ways to reduce impacts through final design and permitting. In conjunction with the

C-038-004

comment letter. Those comments parallel what Thornton Creek Legal Defense Fund would have written.

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 incorporate by reference, our original oral scoping comments at the April 23, 2012 hearing and all of the comment letters received at that time. We also incorporate by reference all documents and comment letters submitted to date on the DEIS process.

Thornton Creek Legal Defense Fund, knowing how important it is to have Stakeholders from all sectors involved for best results, is looking forward to working with the Sound Transit Board and other entities that will be work on the implementation of this planning effort.

Respectfully submitted,

Patricia Sumption, board member,
Thornton Creek Legal Defense Fund
10510 – 11th Avenue NE,
Seattle, WA 98125
206-525-1708

permit processes, Sound Transit will provide further opportunities to involve the public, including interested parties such as the TCLDF.

C-038-004

Please see responses to Paramount Park Neighborhood Group's comments C-033-001 through C-033-024.



September 23, 2013

Lauren Swift, Lynnwood Link Extension DEIS
Sound Transit
401 South Jackson Street
Seattle, Washington 9810

Re: Lynnwood Link Extension Draft Environmental Impact Statement Comments

Dear Ms. Swift,

Thank you for this opportunity to comment on the Draft Environmental Impact Statement (DEIS) for the Lynnwood Link Extension.

Transportation Choices Coalition is a statewide nonprofit organization working to bring Washingtonians more and better transportation choices. We view this project and all projects that move light rail farther north as a vital component of the Central Puget Sound's future regional transportation infrastructure, providing a fast, reliable, economically and environmentally sustainable way for our growing population to reach homes, jobs and destinations. The Lynnwood extension will be an economic development engine, dramatically improving access throughout the region and stimulating additional public and private investments in Seattle, Shoreline, Montlake Terrace, Edmonds and Lynnwood. Finally, we hope that the introduction of high-capacity transit will maximize existing, and catalyze new, vibrant neighborhoods and urban centers, thereby creating great places for people to live and work.

In order to achieve these long-term goals, Lynnwood system alignment and station siting decisions must maximize the potential for meaningful Transit-Oriented Development (TOD) throughout the alignment. These vibrant neighborhood and urban centers—providing a complete array of amenities, housing and transportation choices, in proximity to high-capacity transit—have demonstrated countless long-term social and environmental benefits and are a central strategy to accommodating growth in a sustainable manner in our region. In addition, system alignment and station siting decisions must minimize the short-term and long-term environmental and social impacts of construction of the system.

We understand that reduced sales tax revenue and an agency wide shortfall may push you to look at up-front cost saving opportunities in the system design and construction. However these short-term cost saving measures should not compromise the potential benefits of the system by limiting long-term access and ridership of the system. It is imperative that the Lynnwood Link project optimizes access within and between urban centers, as promised in the overwhelmingly approved ST2 package in November 2008.

Based on these considerations, we make the following comments on the DEIS:

379 1st Ave S, Suite #20 | Seattle, WA 98104
p 206.329.2336 | transportationchoices.org



C-039-001

We strongly support Alternative A10 or A11 for Segment A for strong TOD and ridership potential – construction of 3 stations 130th, 145th and 185th

We believe this alternative maxes the ridership and TOD potential of the alternatives analyzed. The capital cost range for three stations instead of two, is lower or comparable, but the ridership and development potential is much greater. There is no compelling reason to choose A1 or A3 and those options should be removed from consideration. Increased ridership and TOD potential will lead to higher cost recovery in the long run and will maximize investment in this corridor. We must get the most out of our regional investments.

C-039-002

We strongly support Alternative B2A for Segment B for strong TOD and ridership potential – construction of two stations, Mountlake Terrace Transit Center and 220th Street SW

We believe this alternative maxes out the ridership and TOD potential of the alternatives analyzed. It is imperative to support potential TOD in Mountlake Terrace’s planned town center, by locating the stations east of I-5.

In closing, we believe the Lynnwood Extension, if well-designed to promote access and choices, will help achieve our region’s and state’s growth management and environmental requirements while generating economic development and supporting great places for people to live and work. As our region continues to grow in population and employment, moving between urban centers in a socially and environmentally sustainable manner is critically important.

We commend Sound Transit for the lengthy and comprehensive environmental review of Lynnwood station alternatives. Thank you for this opportunity to comment on the DEIS. Please contact us if we can provide any additional information or assistance.

Sincerely,

Carrie Dolwick
Policy Director
Transportation Choices Coalition

229 1st Ave S, Suite #20 | Seattle, WA 98104
☎ 206.329.2336 | transportationchoices.org

C-039-001

Your reasons for preferring three stations in Segment A, as featured in Alternatives A10 and A11, are noted. The Preferred Alternative has stations at NE 145th Street and NE 185th Street and considers an option for a 130th Street station.

C-039-002

Your preference for Alternative B2A due to its two stations is noted. The Final EIS considers an option to the Preferred Alternative for a second station.



Sietlas latviešu bibliotēka
11710-3rd Ave NE
Seattle, WA 98125

September 12, 2013

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

C-040-001

Along with other members of the Washington State Latvian community, I am very concerned about the future of our church and community center because of the impact that the Light Rail extension north to Lynnwood will have on our facility.

We have at the center a library with several thousand volumes of Latvian books and journals. The library serves the entire community: older people who feel the need to read in their native language; younger people who want to learn about Latvian authors and Latvia's history; and children in Latvian school, who are studying the Latvian language and learning about the culture of their parents and grandparents.

The library is a source of reading material for our Latvian Book Club, which meets regularly throughout the year. By donating not insubstantial sums to the Baltic Studies fund each time we meet, the Book Club supports the Baltic Studies program in the Scandinavian Department at the University of Washington. UW officials have consistently expressed their gratitude for the great support from the Latvian community.

Each year our Latvian library ships hundreds of books by Latvian authors living in the west to libraries and schools in Latvia. These books were not available, and indeed forbidden, to readers in Latvia during the 50 years of communist occupation.

If we lose the Latvian Center, the library will cease to exist and our community will be deprived of the strong link to its cultural heritage that books provide. We ask you to do everything possible to let us keep the church and center.

Sincerely,

Dr. Vaira Pelekis-Christopher

Librarian
Seattle Latvian Community Center

C-040-001

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.

Ann-Marie Petersons
Co-Director
Seattle Latvian School
11710 3rd Ave N
Seattle, WA

September 20, 2013

Sound Transit
C/o Lauren Swift
401 Jackson Street
Seattle, WA 98104

Dear Sound Transit:

C-041-001

On behalf of the Seattle Latvian school students, families and graduates we would like to express our concerns about the Northgate light rail expansion.

The Seattle Latvian School was established in 1950 for the purpose of teaching Latvian language, culture, and history. Since its inception, it has been a significant pillar in the small but active Latvian community in the Pacific Northwest. Hundreds of students have graduated from the school and as adults most students continue to be active participants within the larger community. The effect is that the school has a generational impact on our community. Almost all of the parents of our current students attended our school when they were young.

The Latvian Center and Church has several dedicated classrooms for the school. This enables our teachers to create an immersive cultural environment for our children. It would be very difficult to re-create this environment should we need to look for an alternative location to hold our school.

Our enrollment ranges in size from 25 to 50 students and this fall we will welcome 25-30 pupils. Currently, all of our students are under 9 years of age, although typically we have students from 3 to 14 years old. We are disheartened to think that these children might not have an environment to further their Latvian education as they grow older.

C-041-001

Thank you for your concerns about the potential displacement of the Latvian Evangelical Lutheran Church and for highlighting its significance to the region's Baltic community, including the Seattle Latvian School. The Sound Transit Board directed Sound Transit to explore a Preferred Alternative that would avoid displacing the church. Since the publication of the Draft EIS in June 2013, additional engineering was undertaken to reduce adverse effects on the Latvian Evangelical Lutheran Church property and facilities. 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. Several sections in the environmental document have been updated to address these changes including: Section 2.5.1 describes 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.

The church building was evaluated as a noise and vibration-sensitive property, as discussed in section 4.7 Noise and Vibration, and further detailed in the noise and vibration technical report. The technical report details noise levels at the church for existing conditions and for future years with and without the project. Sound Transit is replacing the existing noise wall with a higher noise wall, in part for the church but also to mitigate the residential properties around the church. As a result, there would be no remaining impacts to the church and the outside noise levels are predicted to be similar to existing noise levels.

Construction of the light rail project near the Latvian Evangelical Lutheran Church would take approximately 1 to 2 years. Access to the

C-041-001 We urge the transit commission to work closely with the Latvian and Northgate communities to find a solution that allows continued access to the building and mitigates all impacts so that our School can continue operating successfully. Impacts to the school from the light rail include, but are not limited to, noise coming from the tracks during outdoor time, vibration, and lack of parking in the event any of the alternatives result in reduction in parking. In addition, Sound Transit should plan to relocate the school temporarily during construction since a closure of the school for any period would be disruptive to the children and the education we provide.

While school is primarily on Saturday mornings, we also have several events that are held on weekend evenings with adults and community members are present. If parking is severely limited, this will impact our ability to hold those events.

Thank you in advance for reviewing our school's comments and taking them into consideration when considering this expansion of mass transit.

Sincerely,



Ann-Marie Petersons

church and community center buildings would be maintained during construction, and parking supply would be maintained as much as possible, although, access or parking areas may temporarily shift as the realigned access roadway is developed. During final design and construction planning, and throughout the construction period, Sound Transit will coordinate with the church and the school to minimize impacts on church and cultural center buildings and their related activities and functions.



September 23, 2013
Sound Transit Draft EIS Comments
c/o Lauren Swift
401 S. Jackson St.
Seattle, WA 98104

Senior Services was fortunate to be awarded one of the Growing Transit Communities' Equity Grants for the Lynnwood Link Light Rail Planning. We focused on outreach and community organizing with Shoreline residents. Our goal was to create a process to assure that people from communities of color and those living on limited incomes had a voice in Transit Oriented Development.

We organized and held two events in Shoreline this year: one for the Korean Community, which was held in Korean, not English; and one for folks of limited incomes, of which about 20% were also disabled. As the convener, we are not officially representing either of these groups; we are submitting this comment letter to report what people in these groups said they wanted available in the station area when they stepped on or off of the trains in Shoreline. About 100 people attended these two events.

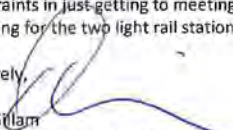
C-042-001

I'm attaching 3 documents: Summary Reports for each of the two events by sub-category, and the detailed comments as listed from each of the discussion tables. Some of the most repeated ideas were:

- Built environment features: water fountains, LEED construction, covered benches and waiting areas, restrooms, drinking fountains, open and green spaces, parks, gardens and pea patches
- Bike lanes and trails connected to stations; bike storage, rentals, zip bikes at stations
- Pedestrian features: sidewalks and trails connected to stations
- ADA Compliance and over-compliance: non-slip diamond plates; Universal Design; extra-wide drop-off zones and platforms; increased ADA parking; vision and hearing impaired signals.
- Parking: disabled, commuter-only, underground, van-pool, mixed use
- Fitness options: sports fields, areas for exercise in the morning, sport courts, a pool, a YMCA
- Safety: well-lit, pleasant, clean, patrolled, safe at night and day, security cameras
- Dense Housing: mixed density with emphasis on low-rise rather than high-rise
- Coffee Shops – High level of request for these!
- Mixed Income Housing – Affordable and subsidized; emphasizing lowest incomes
- Korean Grocery Store; and other ethnic markets
- Art – local, Native, humorous, murals and sculpture

Please understand that we spent several months encouraging these people to engage in this process. It is difficult to assure these voices are at the table when language barriers, physical barriers, and often time and cost constraints in just getting to meetings, can prohibit people from being involved. Please consider this input when planning for the two light rail stations in Shoreline.

Sincerely,


Dori Gillam
Program Manager, Aging Your Way

A non-profit agency supported by United Way of King County investments
2208 Second Ave, Seattle, WA 98121
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C-042-001

Sound Transit appreciates receiving these documents from your events. Many of these components are discussed in the Draft EIS. During final design, Sound Transit will work with local jurisdictions and offer opportunities for public involvement as the detailed design of the station continues. The Sound Transit project does not yet define commercial or recreational space in the facilities, although Sound Transit does have a Transit Oriented Development policy as described in Section 4.2 of the Draft EIS, and is open to transit-oriented development partnerships.



Summary of Ideas from TOD Event for the Korean Community

On July 11, 2013 about 60 members from the Korean Community attended an event at the Shoreline Conference Center convened by Senior Services and facilitated by Yun Sook Kim. State Representative Cindy Ryu provided opening remarks and connected Senior Services to the Korean Community. The event was made possible by an Equity Grant from the Growing Transit Communities Project administered by Impact Capital. King County Council Member Rod Dembowski, Shoreline City Council Members Chris Eggen, Chris Roberts and Jesse Salomon attended the event. Successful transit communities are created through inclusive planning and decision making processes, which is why the event was held. Participants were given an opportunity to begin thinking and talking about what kind of community they wanted to live in. Their feedback is organized under the topic areas below.

C-042-002

Bicycle/Walking/Bus Connections

- Bicycle storage that is safe and secure
- Enough parking spaces particularly for commuters
- Accommodation for elders and people with disabilities
- Expanded bus service to connect the community to the station, especially East-West, but also between King and Snohomish
- Bicycle lanes that connect the community to the station
- Able to get to the station by walking or biking
- Circulating shuttles picking up people to take them to the station so they wouldn't have to bring their car; stopping at shops, the library and other popular destinations along the way
- Places to visit by foot that are near the station where people can shop, fitness center, grab coffee or a snack

C-042-002

Thank you for the suggestions on transit service and access features for the stations. As described in the EIS, Sound Transit developed preliminary station access plans in coordination with King County Metro, Community Transit, WSDOT and the local jurisdictions. This included a transit integration plan addressing potential changes to transit service to serve the stations. However, specific changes to routes and services would be made by each of the local transit agencies in a public planning process that would occur prior to system opening. Each of the stations include pedestrian and bicycle access features, and where streets are altered or reconstructed for the project, bicycle and pedestrian facilities are included consistent with local jurisdictional plans and standards.

C-042-003

Housing

- Senior Apartments with a green roof that includes vegetable garden
- Residential and commercial mixed use development
- More subsidized apartments
- Apartments in addition to what is mostly single family houses in Shoreline

C-042-004

Recreation/Community Services/Schools

- Sports fields and built environment that supports physical activity
- Exercise in the morning before heading to work; Fitness equipment for all to use
- Open space with water fountain or water feature
- Arts, dances, galleries
- Senior Center for Korean Elders
- Park and Playground

Businesses and Jobs

- Places for students, book stores, coffee shops
- Wedding venue
- Cultural center or concert venue
- Cafés where you can get breakfast before you head to work
- Flea market
- Food vendors and food trucks, especially in the morning
- Traditional Korean Tea House look for the station-roof tiled with Korean tiles
- Large Korean Grocery Market
- Gallery/Museum
- Business center/Internet Cafe near the station for business or personal use
- Day care center for parents to drop their children off before they go to work
- Drug store
- Job opportunities that allow people to work in Shoreline

Other

C-042-005

- Need to feel safe coming and going from the station at all hours; Security cameras to keep it safe; Clean and pleasant environment

C-042-006

- 155th station location not favored; no freeway exit; too "narrow"

C-042-007

- Expand light rail to Everett

Next Steps

- Get involved with the 185th Station Area Citizens Committee. For more info visit http://be.futurewise.org/content_item/Shoreline185
- Participate in events organized by the City of Shoreline. For a list of events visit www.shorelinewa.gov/lightrail
- Questions about this report: contact Joanne Donohue at Senior Services joanned@seniorservices.org or 206 727-6206

C-042-003

Thank you for your comment on the need for additional housing choices in the city of Shoreline. Although the zoning designations at the time of the Draft EIS did not permit multi-family or mixed-use development near any proposed light rail station, the City of Shoreline has since been conducting subarea planning and environmental review for the NE 185th Street Station area. The plan changes and related zoning could accommodate higher density residential and commercial mixed-use developments and apartments surrounding the light rail station area, and this would help to improve access to transit for populations that may not own automobiles. While the City's plan and any rezoning is an action of the City of Shoreline, it is evaluated as an indirect impact of the Lynnwood Link Extension project, which would develop a station within the city's action area; see Section 4.2.4 for details.

C-042-004

Thank you for your suggestions regarding possible amenities and businesses that could be associated with light rail facilities. Section 4.2.4 in the Land Use section of Chapter 4 of the Final EIS discusses Sound Transit's transit-oriented development program, as well as the transit-oriented development potential for each of this project's proposed station areas.

C-042-005

The stations are well lit, are continually monitored by security cameras, and are regularly monitored by security personnel. Sound Transit would implement a number of measures to deter crime in the station areas. Measures to minimize crime would include the use of equipment (e.g., closed-circuit TV [CCTV], sealed fare boxes, and automatically sealed exits), the use of anti-crime programs such as anti-graffiti programs, and the use of security personnel. See Section 4.14 - Public Services, Safety, and Security.



**Summary Report from Shoreline Light Rail Event
Folks of Modest Means
August 7, 2013**

On August 7, 2013 over 50 people of limited incomes including representatives from agencies that serve them attended an event at Prince of Peace Lutheran Church convened by Senior Services and facilitated by Dori Gillam. Deputy Mayor, Chris Eggen provided opening remarks with a special welcome from Kevin Osborn of Hopelink. The event was made possible by an Equity Grant from the Growing Transit Communities Project administered by Impact Capital. Shoreline City Council Member Jesse Salomon also attended the event. Successful transit communities are created through inclusive planning and decision making processes, which is why the event was held. Participants engaged in conversation about, and envisioned, the kind of community they want to live in, specifically, the amenities and services they would like to see at or near the Light Rail Stations in Shoreline. This is the first time people of more modest means have been organized to provide input to such a long-range and large-scale project. A summary of their feedback is organized under the topic areas below.

C-042-008

Transportation/Mobility

- Bicycle storage that is safe and secure
- Parking spaces for commuters only (keep them out of neighborhoods)
- Disabled parking and drop-off zones, and larger parking spaces
- Accommodations for: elders and people with disabilities; families with strollers; travelers with luggage
- Expanded bus service to connect with the station, especially East-West
- Full-service transit hub for trains, bus, bike, shuttles, walking; Orca card station
- Bicycle lanes and trails connecting community to the station
- Bicycle rentals including 3-wheeled bikes, zip bikes
- Safe, ADA compliant wide walking paths, sidewalks and cutouts (non-slip)
- Circulating shuttles that loop to the station, shops, library, grocery stores, etc.

C-042-009

Housing

- Housing with variety: for seniors; families with small children; pet-owners; immigrants; students; both subsidized and affordable; all ADA compliant
- Residential and commercial mixed-use development
- High number of subsidized units and low income vs. affordable

C-042-006

Your comment that a station at NE 155th Street is not favored is noted.

C-042-007

Comment noted. Sound Transit has completed a high-capacity transit corridor study from Lynnwood to Everett as part of the Long-Range Plan Update and ST 3 planning. See <http://www.soundtransit.org/Projects-and-Plans/Long-range-Plan-update>

C-042-008

Sound Transit light rail stations will have racks and/or lockers for bikes. The project includes bicycle and pedestrian access facilities at station areas and reconstructed streets, but longer routes or trails to the station area are not currently defined as part of the Lynnwood project. Sound Transit does not operate bike rental enterprises. Parking spaces would be provided at each of the station locations included in the Preferred Alternative. Stations and parking structures will be ADA-compliant, so they will accommodate people with disabilities, elders, and others. Sound Transit will work with local transit agencies and the cities to coordinate transit services to stations, but any changes to routes and services would be made by King County Metro or Community Transit, the local transit agencies.

C-042-009

Please see the response to comment C-042-003.

C-042-009

- LEED and other environmental friendly and sustainable housing
- Mixed density and type: low-rise, townhouses/condos, owned and rentals
- Layer-cake or stair-stepped skyline; departure from current SL style

C-042-010

Recreation/Community Services

- Fitness facilities, exercise area, courts
- Open spaces with water fountain or water feature and drinking fountains
- Art, especially local artists and native American, humorous, interactive art, murals
- Music venue
- Maintain current Senior Center and Community Center
- Park, pocket parks, playgrounds
- Small education/community commons with meeting spaces, library
- Community gardens or P-Patches, green spaces, picnic areas
- Dog park; skate park
- Social Services, Food bank, meal programs, DSHS

Jobs and Businesses

- Delis, coffee shops, bakeries, cafés, ethnic foods, bar
- Grocery stores, mini-marts; local or mom and pop; drug store
- Internet café, wi-fi, charging stations, small office space, copy and postal substation
- Bike shop and auto shop
- Pet care and child care
- Food carts and vendors
- Artist lofts
- Gym
- Dental/Healthcare/Urgent Care
- Affordable business sites

Other

C-042-011

- Safety/security by day and night; security cameras, clean, well-lit, bicycle patrolled
- Ample restrooms at and near the stations

C-042-012

- Maximum noise abatement

C-042-013

- 155th station not favored; must rebuilt all of 145th anyway

C-042-014

- Emphasis on locally-owned over chains
- Community reader boards
- Green and ADA construction for anything new built at or near the station
- Sound signals for visually impaired
- Covered areas, plenty of covered and uncovered benches at and near the station

Next Steps:

- Get involved with the 185th Station Area Citizens Committee: http://be.futurewise.org/content_item/Shoreline185
- Participate in events organized by the City of Shoreline: www.shorelinewa.gov/lightrail
- Questions about this report? Contact Dori Gillam at dorig@seniorservices.org or (206) 268-6737

C-042-010

Please see response to comment C-042-004.

C-042-011

Sound Transit designs and maintains its stations to be safe, secure and clean. The stations are well lit, feature security cameras, and are regularly monitored by security personnel. Crime is not expected to increase as a result of operation of the stations. Several studies have concluded that crime around stations mirrors crime rates in the surrounding neighborhoods. Most areas in the project corridor have low crime rates. Sound Transit would implement a number of measures to deter crime in the station areas. Measures to minimize crime would include the use of equipment (e.g., closed-circuit TV [CCTV], sealed fare boxes, and automatically sealed exits), the use of anti-crime programs such as anti-graffiti programs, and the use of security personnel. 2010 crime statistics related to already built Sound Transit facilities show that the crime rate per number of riders at transit facilities and on light rail and commuter rail trains is substantially lower compared to overall per capita crime rates in Seattle, Tukwila, and SeaTac.

Based on a system-wide policy adopted by the Sound Transit Board, Sound Transit stations generally do not include public restrooms, partly for health and safety/security reasons.

C-042-012

The noise analysis for the Lynnwood Link uses the FTA and local code impact criteria and Sound Transit mitigates noise impacts to levels below the criteria. Potential mitigation measures for noise are described in Section 4.7.7 of the Final EIS.

C-042-013

Shoreline Light Rail Event Ideas Matrix					
For Two Events: Korean Community and Folks of Modest Means					
Theme	Sub Category	Idea from Group Report Notes	Voting		
			Korean	Means	Total
Housing	Density	Dense housing: Apartments/Condos, but low-rise	1	5	6
Housing	Density	Clustered housing		1	1
Housing	Density	Townhouses		2	2
Housing	Density	Mixed density		1	1
Housing	Intergenerational	Intergenerational housing		1	1
Housing	Mixed Income	Mixed Income: Subsidized housing and affordable	1	7	8
Housing	Mixed Use	Mixed-use buildings	3	3	6
Housing	Pet Friendly	Dog Owners		1	1
Housing	Senior	Senior Housing	1	1	2
Jobs/Business	Arts	Artist Lofts		1	1
Jobs/Business	Arts	Movie Theater		1	1
Jobs/Business	Arts	Music Venue		1	1
Jobs/Business	Arts	Craftspeople		1	1
Jobs/Business	Fitness	Fitness center	1	1	2
Jobs/Business	Food	Coffee shops	2	7	9
Jobs/Business	Food	Breakfast cafes	1	2	3
Jobs/Business	Food	Food vendors and Food Trucks	1	2	3
Jobs/Business	Food	Tea House at the station	1		1
Jobs/Business	Food	Family and ethnic restaurants		1	1
Jobs/Business	Food	Automat/vending machines		2	2
Jobs/Business	Food	Del		1	1
Jobs/Business	Food	Bakery		1	1
Jobs/Business	Food	Bars and Restaurants		1	1
Jobs/Business	Food	Chains: McDonald's, Subway, Starbucks		2	2
Jobs/Business	General	Affordable business sites		1	1
Jobs/Business	Health	Dental/Healthcare/Urgent Care/PT		2	2
Jobs/Business	Services	Business Center: fax, printer, internet cafe, Wi-Fi, charging station	1	2	3
Jobs/Business	Services	Professional services: CPA, Lawyers		1	1
Jobs/Business	Shops	Bike shop		1	1
Jobs/Business	Shops	Auto shop		1	1
Jobs/Business	Shops	Gas Station		1	1
Jobs/Business	Shops	Book stores	1		1
Jobs/Business	Shops	Korean Grocery Market/ other grocery stores	1	7	8
Jobs/Business	Shops	Shopping - General	1		1
Jobs/Business	Shops	Drug Store	1	2	3

Your comment stating that a station at 155th Street is not favored is noted.

C-042-014

Thank you for the suggestions. Decisions about future land uses and private development, such as the types of shops and restaurants around Sound Transit stations, is not determined by Sound Transit.

Sound Transit facilities will be ADA-compliant, and will be developed in accordance with Sound Transit's Sustainability Plan, as described in Chapter 2 of the Final EIS, which outlines goals to protect the environment and create a healthy community and economy.

Theme	Sub Category	Item from Group Report Notes	Stream	Mean	Total
Jobs/Business	Shops	Mini-mart			4
Jobs/Business	Shops	Post office, "Mailboxes, ETC.", Kinko's Fed/Ex			2
Jobs/Business	Shops	Pet Care			1
Jobs/Business	Shops	Fabric Stores			1
Jobs/Business	Shops	Chains: Target, Goodwill, Fred Meyer, Costco/Sam's Club			1
Recreation/Comm Svcs	Activities	Playground	1	3	4
Recreation/Comm Svcs	Activities	fla market	1		1
Recreation/Comm Svcs	Art	Art, murals, especially local, native, humorous	1	5	6
Recreation/Comm Svcs	Arts	Performance venue	1		1
Recreation/Comm Svcs	Arts	Museum	1		1
Recreation/Comm Svcs	Arts	Galleries	2		2
Recreation/Comm Svcs	Arts	Concert venue	1		1
Recreation/Comm Svcs	Arts	Cultural center	1		1
Recreation/Comm Svcs	Arts/activities	Dances	1		1
Recreation/Comm Svcs	Fitness	Skate Park		1	1
Recreation/Comm Svcs	Fitness	Sports fields	1		1
Recreation/Comm Svcs	Fitness	Built environment/equipment for sports/Physical activity/sports	2	3	5
Recreation/Comm Svcs	Fitness	exercise in the morning before work	1		1
Recreation/Comm Svcs	Fitness	Pool		3	3
Recreation/Comm Svcs	Fitness/Activities	YMCA		2	2
Recreation/Comm Svcs	Lifelong Learning	Classes and resource info		1	1
Recreation/Comm Svcs	Services	Child Care	1	2	3
Recreation/Comm Svcs	Services	Library		2	2
Recreation/Comm Svcs	Services	Social Services: Food Bank, Meal Programs, DSHS		1	1
Recreation/Comm Svcs	Third Places	Korean Senior Center	2		2
Recreation/Comm Svcs	Third Places	Community Center/educational center/meeting space		4	4
Recreation/Comm Svcs	Third Places	Commons, Third Places		3	3
Trans/Mobility	Transit	Full Service transit station: Orca station, Bus, Rail, Shuttle, Cab		2	2
Trans/Mobility	Bikes	safe, secure bike storage	1	5	6
Trans/Mobility	Bikes	Bike lanes/trails connecting to station/link to Interurban	4	4	8
Trans/Mobility	Bikes	Bike rentals, zip bikes, (and 3-wheeled)		2	2
Trans/Mobility	Bes	Expanded bus service - especially East/West, but King/Sno, too	2	9	11
Trans/Mobility	Cars	Cheaper alternatives than zip car and car2go; gypsy cabs?		1	1
Trans/Mobility	Parking	multi-use parking	1		1
Trans/Mobility	Parking	Disabled parking and disabled drop-off zones		3	3
Trans/Mobility	Parking	Ample Parking spaces	2	3	5
Trans/Mobility	Parking	Dedicated Commuter only parking spaces	1	2	3
Trans/Mobility	Parking	underground parking		1	1
Trans/Mobility	Shuttles	Circulating shuttles	1	3	4
Trans/Mobility	Train	Expand the rail to Everett	1		1
Trans/Mobility	Walking	Places to visit by foot	1		1

Themes	Sub Categories	Idea from Group Report Note	Person	Mean	Total
Trans/Mobility	Walking	Pedestrian overpass		1	1
Trans/Mobility	Walking	Safe, wide ADA walking paths and sidewalks connecting to the station	1	11	12
Other	ADA	ADA for elders, handicapped, strollers, people with luggage	1	3	4
Other	ADA	ADA accessibility: curb cutouts, non-slip diamond plates	2	1	3
Other	ADA	All housing should be ADA		1	1
Other	ADA	Wide platforms for safe entry and exit		1	1
Other	ADA	Sound signals for visually impaired		1	1
Other	Built Environment	Water Fountains or water feature	1	2	3
Other	Built Environment	Environmentally friendly & sustainable building - LEED		3	3
Other	Built Environment	Benches and covered benches		3	3
Other	Built Environment	Covered waiting and sitting areas		1	1
Other	Built Environment	Restrooms		3	3
Other	Built Environment	Drinking Fountains		1	1
Other	Built Environment	open spaces	1	2	3
Other	Built Environment	Park and pocket parks, green space/picnic areas	1	7	8
Other	Built Environment	Pet grassy areas		2	2
Other	Built Environment	Rooftop gardens/community gardens/P-Patch	1	3	4
Other	Design	Korean Tea House "look" for the station	1	1	1
Other	Local Economies	Locally owned businesses	1	3	4
Other	Location	Prefer 145th over 155th	1	1	2
Other	Other	Smoking areas		1	1
Other	Other	Escalators and elevators		1	1
Other	Safety	safety at station night and day	1	2	3
Other	Safety	the more people using the station - the safer	1	1	1
Other	Safety	Clean, pleasant and safe	1	1	1
Other	Safety	Security cameras	1	1	2
Other	Safety	Well-lit		3	3
Other	Safety	Police Bike Patrol		1	1
Other	Third Places	Retain current Senior Center		1	1
Other	Third Places	Retain current Shoreline Center		1	1
Other	Third Places	Community Reader Board		2	2
Other	Venue	Wedding venue	1	1	1
NOTES:		Tallies are the number of times this idea was listed on a group table-discussion flip chart paper. These tallies become minimums: more than one person at a table might have had this idea, up to 6-7 at each table, but that is unknown. Some ideas may fit into duplicate categories, but there is no duplication here.			



**ESTONIAN AMERICAN NATIONAL COUNCIL, INC.
EESTI RAHVUSKOMITEE ÜHENDRIIKIDES**

**Office of the President
9814 Hill Street
Kensington, MD 20895**

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Executive Director
Linda Rink

September 20, 2013

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

Re: Lynnwood Link Extension DEIS

The Estonian American National Council (EANC) is the nationally-elected central organization of Estonian Americans. We help support Estonian American institutions and activities throughout the United States.

Estonian Americans in the greater Seattle area have informed us about the Lynnwood Link Extension DEIS and that all the alternatives presented severely impact the Latvian Church and Community Center. The Estonian Community in the greater Seattle area uses this space for the Estonian Church as well as for all of the Estonian community celebrations. Any disruption to its availability, whether temporary or permanent, will prohibit their ability to hold church services and gatherings.

it is imperative that all construction related impacts to the Center be mitigated in a manner which allows the Estonian American community's continued use of this facility during construction, and that long term impact resulting from the operation of the light rail system be mitigated in a manner allowing their continued use of this facility.

Thank you,

Linda Rink
Executive Director

C-043-001

Thank you for your comments describing the importance of the Latvian Evangelical Lutheran Church and community center to the Estonian community. See Section 2.5.1 for a description of the refined Segment A alternatives with reduced impacts on the church. Under all alternatives, the project now avoids the potential displacement of the church or community center.

During project construction, the Latvian Evangelical Lutheran Church and center would experience temporary effects from construction, but coordination and mitigation by Sound Transit would allow normal church and cultural center activities to continue. Construction would be ongoing for 1-2 years in proximity to the church. Construction would occur predominantly during weekdays between about 8 am and 6 pm, though evening and weekend construction may occasionally be required. In addition to truck traffic and temporary changes in access routes in the area, other effects such as noise, dust, light, and glare are described in Sections 3.3, 4.5.3, 4.6.4, and 4.7.4; mitigation is outlined in Sections 3.6, 4.5.6, 4.6.7, and 4.7.7. Longer term, mitigation with noise walls would avoid long-term noise impacts for the Latvian Evangelical Lutheran Church or community center, as discussed in Section 4.7.3, with mitigation measures in Section 4.7.7.

Founded in 1952, the Estonian American National Council, Inc. is a nationally elected 501(c)(3) nonprofit organization representing the interests of Estonian Americans both in the United States and Estonia, and dedicated to preserving and sustaining their heritage.



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September 23, 2013

The Honorable Pat McCarthy
Chair, Sound Transit Board of Directors
Pierce County
County-City Building
930 Tacoma Ave. S, Room 737
Tacoma, WA 98402

Re: Preferred alternative for Lynnwood Link Extension light rail station locations

Dear Chair McCarthy,

I write to you today with regards to the Lynnwood Link Extension Draft Environmental Impact Statement (DEIS). It is our understanding that the Sound Transit Board will be identifying a preferred alternative in October. On behalf of the Sound Cities Association Board of Directors, we urge the Sound Transit Board of Directors to support the City of Shoreline's preferred alternative for Lynnwood Link Extension light rail station locations at NE 145th Street and NE 185th Street.

As you know, the Sound Cities Association (formerly the Suburban Cities Association) was founded in the 1970s to help cities in King County act locally and partner regionally to create vital, livable communities through advocacy, education, leadership, mutual support, and networking. Collectively, our 35 member cities represent nearly one million constituents in King County.

At our meeting earlier this month, our Board of Directors unanimously adopted a position of support for the City of Shoreline's preferred alternative for Lynnwood Link Extension light rail station locations at NE 145th Street and NE 185th Street. A NE 145th street station would provide better connections throughout the region, is more closely aligned with Shoreline's long term planning goals, and would prevent negative traffic impacts on Shoreline residents.

This matter was discussed extensively at two meetings of our Public Issues Committee (PIC). Our members expressed support for this station location on a variety of factors including the fact that there would be no freeway access to a NE 155th Street station. Locating the station at this alternate location would require a high volume of commuters to drive through Shoreline neighborhoods, and would have a substantial negative impact on Shoreline residents. Conversely, locating the station at NE 145th Street will better serve commuters from neighboring jurisdictions including north Seattle, Lake Forest Park, Kenmore, Bothell, and Woodinville. Finally, where, as here, there is no substantive difference between the two proposed locations, our members believe that Sound Transit should give deference to the City hosting the proposed station, and its long term planning goals.

We thank you for your consideration. If you have any questions, please contact our Executive Director Deanna Dawson at (206) 433-7170, or Deanna@Soundcities.org.

Sincerely,

Mayor Denis Law
President, Sound Cities Association

Cc: Sound Transit Board of Directors
Keith McGlashan, Mayor, City of Shoreline
Sound Cities Association Board of Directors
Sound Cities Association Public Issues Committee

C-044-001

Your support for alternatives with stations at NE 145th Street and NE 185th Street is noted.

C-044-002

Thank you for your comments in support of stations at NE 145th Street and NE 185th Street.

C-044-001

C-044-002

Dear Mr. Iwata and Sound Transit Board:

This letter provides comments on the Link Extension DEIS, Chapter 4.8 Ecosystem Resources 4-147, July 2013, on behalf of the Friends of Jackson Park Trail. FOJPT is a community group that formed to establish a walking trail around the City-owned Jackson Park Golf Course. The trail opened this year and is already very popular with locals and people from further afield. Our group hopes to not only work with the City of Seattle to maintain the trail but to protect the healthy forested areas and restore impacted public lands the trail passes through. Currently, significant parts of the trail pass ivy-choked trees and thickets of blackberry, knotweed, holly, laurel and other invasive species that diminish the trail's appeal to humans and wildlife.

C-045-001 We understand that possible mitigation sites for the Lynnwood Link extension include an area east of 5th Ave NE and adjacent to Jackson Park Golf Course, particularly along North Branch Thornton Creek,

C-045-002 where wetland and riparian mitigation could be constructed. As long as access to and along the trail is not reduced, such a project would be very welcome! In addition to benefiting Thornton Creek water quality and habitat, it would greatly enhance trail users' experience and could help prompt and leverage work along other trail segments. Native trees and other vegetation along 5th NE could screen the trail from the visual and auditory impacts of I-5. We are currently starting our work to develop a plan for improvements. We would appreciate it if you would keep us informed of the status of mitigation plans so we can coordinate with you about the work, should this mitigation option be selected (please use my email: us_chickens@earthlink.net).

C-045-003 We understand that, while not mentioned in the DEIS, two properties are available in Shoreline just north of NE 145th St, the trail's northern border (tax ID 663290-0591 and 663290-0830). While the Jackson Park trail is south of NE 145th St, a heavily used traffic corridor, the trees and undeveloped areas on the north side of NE 145th provide a green window that somewhat eases the impact on trail users of this busy street. It seems inevitable that changes in transit and related development near I-5 will bring even more people to the area, people who will need natural areas to provide visual and auditory relief. Preserving wetlands and green spaces in this area is a cost effective way to reduce the inevitable impacts of development, provide for public enjoyment of natural areas and open spaces that attracted so many of us to this area, and would support migrating birds, a specific mitigation need discussed in the DEIS.

C-045-004 Finally, the undeveloped areas north and south of NE 145th were once connected and perhaps in the future they can be again, if these undeveloped properties are preserved. We support Shoreline's efforts to purchase both properties to preserve wetlands and green space near Paramount Park.

C-045-005 Finally, we want to echo several points made by the Thornton Creek Alliance.

- Keeping mitigation in the watershed is important, given the totality of changes likely as a result of the Link Extension.
- Contiguous or proximal projects should be sought to maximize the ecological function of each.
- Planting three native trees for every tree removed for the transit project will help reduce impacts on migratory birds.

C-045-001

The Final EIS and the Ecosystems Technical Report provides further information on the impacted wetland areas and potential mitigation, based on current conceptual designs used for the EIS and other measures defined for the Preferred Alternative. Further details on the mitigation, including mitigation sites, would be developed by Sound Transit during final design and permitting stages for the project. Local jurisdiction and resource agency permitting processes will also provide further opportunities for public review and input by interested parties.

C-045-002

Thank you for sharing your thoughts on the potential benefits of developing mitigation in the Jackson Park Golf Course/Thornton Creek area. The project's design and permitting process would include extensive coordination between Sound Transit and city agencies with responsibility for issuing permits and approvals, but would also have opportunities for coordination with other interested parties.

C-045-003

Thank you for your comment and the suggestion on two sites/properties for mitigation.

C-045-004

Your comment supporting wetland and green space preservation with these properties is noted.

C-045-005

If project-specific mitigation is developed for this project, site selection would emphasize a watershed approach. Plans would be developed in cooperation with resource agencies. This project will follow all applicable federal, state, and local environmental laws and regulations, including tree protection standards and tree replacement ratios.

Thank you for considering our comments.

Ellen Hale
Friends of Jackson Park Trail
(206) 679-0935
Us_chickens@earthlink.net



Thornton Creek Alliance
P.O. Box 25690
Seattle, WA 98165-1190

October 5, 2013

Lauren Smith
Sound Transit Board
Union Station
401 S Jackson St
Seattle, WA 98104

Dear Ms. Smith and Sound Transit Board:

Please accept the enclosed comments from Thornton Creek Alliance (TCA) on the Draft Environmental Impact Statement for the Lynnwood Link Extension.

TCA's focus is restoring the ecological balance to the Thornton Creek Watershed. In our view, any major infrastructure project in the watershed, such as ST's rail extension, has a vital obligation to improve that balance that has been so heavily weighted against natural systems over the last 100-plus years.

Please make TCA a "party of record" for all matters relating to Lynnwood Link and include these comments in the hearing record and consider them during administrative review.

If you have any questions about TCA's comments, please don't hesitate to contact me at the address above, or 206-365-8965, or ruthalice@comcast.net.

Thank you for your consideration.

Sincerely,

Ruth Williams, President

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Cover Letter

Enclosure

Cc:
Seattle City Council
Shoreline City Council
Seattle Mayor

TCA is an all-volunteer grassroots, nonprofit organization of 115 members dedicated to preserving and restoring an ecological balance throughout the Thornton Creek watershed. Our goal is to benefit the watershed by encouraging individuals, groups, schools, businesses, and government to work together in addressing the environmental restoration of the creek system including: water quality, stabilization of water flow, flood prevention, and habitat improvement through education, collaboration, and community involvement.

Thornton-creek-alliance.org
and on [Facebook!](#)

2 of 2
Cover Letter

Thornton Creek Alliance
P.O. Box 25690
Seattle, WA 98165-1190

Thursday, October 5, 2013

Comments on Lynnwood Link Extension Draft Environmental Impact Statement (DEIS)

C-046-001 Thornton Creek Alliance (TCA) applauds Sound Transit's (ST) mitigation policy "to avoid impacts on environmentally sensitive resources as much as possible" (Section 4.8.6, page 4-145). As the DEIS acknowledges, the impacts of the Lynnwood Link Extension would be accumulative and amplified by increases in traffic and density. Therefore it is imperative that ST goes beyond no net loss and move to improvement, restoration, and repair the ecosystem Lynnwood Link transects. To that end TCA advocates a number of actions and or recalculations in the DEIS:

- Look upstream 200 feet and 500 downstream in calculating impact areas
- What does Sound Transit understand to be adequate buffer width for wetlands? Impacted Buffers noted in Table 4.8-3 are quite low for the headwaters wetland complex that is the North Branch, but are stated only in terms of area, with no wetland area defined for comparative purposes. The total area impacted should be re-calculated to using increased buffers on all wetlands and riparian areas

C-046-002

C-046-003 All alternatives should be judged by not only by their impacts but also by the opportunities they provide to improve the ecosystem of Thornton Creek. Note that the City of Shoreline has determined that the watershed ecosystems should be left in better condition at the completion of this project than they are today. Furthermore, Thornton Creek aquatic and habitat connectivity is improving with court mandated culvert removals, citizen initiated barrier removal and Shoreline and Seattle City projects that re-establish wetland, riparian and even hyporheic connections. Instead of minimizing the value of what is present as the current DEIS does in numerous places, ST's Lynnwood Link Extension should acknowledge and seek to enhance potential to repair the largest watershed of Seattle and Shoreline. For example, added value should be given to any option that includes or encourages:

- Daylighting the creek where the rail right-of-way crosses or parallels the creek
- Replaces buried culverts with open channels and "bottomless" box culverts
- Restores instream, hyporheic, and riparian habitat
- Enhances the current north/south corridor of vegetation along I-5 using native plants

C-046-004 We appreciate that the project will construct sedimentation ponds and implement appropriate stream protection methods. With regard to impervious surfaces, what steps will be taken to decrease or keep them to a minimum? Paragraph 4.9.4, states that with increased density around the stations, there will be fewer vehicle trips in the area. This may be so, but there will certainly be many more vehicle trips in the immediate neighborhood of each station. The neighborhoods and the watershed need protection from this vehicle traffic and its associated impact. Spell out and evaluate the mitigations in each alternative. Also, if Northgate is any guide, greater density brings more pets, most obviously dogs, which need an outdoor area well away from sensitive forest/wetland areas.

1 of 3

C-046-001

The study area and methodology defined for the Lynnwood Link Extension project were reviewed by resource agencies and local jurisdictions. Sound Transit looked further than the area of direct impact for the Affected Environment.

C-046-002

This project will comply with all local critical area codes, including prescribed buffer widths within each local jurisdiction. See Section 4.8 - Ecosystem Resources in the Final EIS for current wetland impact information.

C-046-003

None of the alternatives would entail in-water work in Thornton Creek; therefore, Sound Transit does not have any plans to daylight the stream or replace culverts. Sound Transit designs would also avoid conflicts with anticipated fish habitat restoration projects, such as those on the state's fish passage project list. For example, where I-5 culvert replacements are anticipated, Sound Transit could design bridges or box culverts for the guideway to accommodate future restored stream channels.

C-046-004

This project will abide by all applicable federal, state, and local environmental laws and regulations. Minimization of impervious surfaces is a priority for Sound Transit in consideration not only of ecological factors, but also capital costs and long-term maintenance. As stated in the Draft EIS Section 4.9.2, Sound Transit is evaluating measures to control risks to water quality that include minimizing impervious footprints, avoiding the placement of project elements in or near water resources where possible, and installing appropriate surface water management facilities. Sound Transit is also evaluating potential cumulative impacts of growth in the surrounding area, considering that

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C-046-005 In consideration of any mitigation, *the guiding principle must be to locate to those projects the watershed where the impacts occur.*

As noted in the DEIS, project area ecosystems are already degraded. We need to do what we can to restore them by keeping those compensatory mitigation funds here where they are badly needed and further damage is about to occur.

C-046-006 Page 4-146 states that measures will be taken to reduce impacts on migratory birds. One perfect measure, which would also reduce air pollution, would be to replace all removed trees with native ones, at a 3-1 ratio, and maintain them for three years, as we requested in our comments prior to this DEIS. It will be beneficial for many reasons to organize projects so that they are contiguous, or nearly so, with other eco-functional sites.

C-046-007 Page 4-147 suggests possible mitigation projects. The proposed project at Jackson Park and NE 5th Ave. would be a beneficial addition to the watershed system. We were quite surprised, however, at the contents of the paragraph on City of Seattle/SPU proposed projects. The first one, in the area of the confluence, is already funded by the City of Seattle. The second one, in Beaver Pond Natural Area, also is already funded by an Opportunity Fund grant (2008 Seattle Parks and Green Spaces Levy) sponsored by TCA! (http://www.seattle.gov/parks/projects/thornton_creek/naturalize_northgate.htm)

C-046-008 We would like to suggest assistance with two property acquisitions that would add a great deal to habitat development and human enjoyment of the urban forest. Both properties are for sale, under threat of development, and contain wetlands. They both abut Paramount Park in Shoreline, which contains what may be the largest remaining wetland in the watershed, and one is directly across NE 145th from Seattle's Jackson Park Golf Course with its new walking trail and beautiful artwork.

Here are the details on the two critical properties:

663290-0591 – Legal: PARAMOUNT PARK DIV #2 S 1/2 LOT 3 LESS E 148 FT THOF & LESS 23 FT THOF TGW POR LOT 2 LESS E 148 FT THOF & LESS S 37.5 FT THOF - AKA - PCL B SHORELINE LLA #SHLA-97-023 REC #9802231408

The King County web site is remiss in not describing this lot as a wetland. There are wetland plants and water everywhere you look, also many trees. This lot has never been developed. Locally it is referred to as the 'Kim Property', after some former owners. The price is something like \$160,000, but please verify. Additionally, we understand that the City of Shoreline is hoping to find the funds to purchase this property as an addition to Paramount Park.

new developments would also be required to implement required stormwater best management practices.

C-046-005

Locating mitigation within the watershed impacted is a priority for Sound Transit. 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.

C-046-006

This project will abide by all applicable federal, state, and local environmental laws and regulations, including tree protection standards and tree replacement ratios. Contiguous or proximal projects will be considered in wetland, stream, and buffer mitigation site selection.

C-046-007

Since the review of potential mitigation sites for the Draft EIS, these sites are no longer available. Both are scheduled for construction in 2014. The sites will be removed from Sound Transit's review of potential sites under consideration for project-specific mitigation.

C-046-008

Thank you for the suggestion on two other sites/properties. These have been added to list of properties considered for mitigation sites.

Thornton Creek Alliance
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Seattle, WA 98165-1190

C-046-008 | 663290-0830 – Legal: PARAMOUNT PARK DIV #2 – Address: 14521 11th Ave NE, Shoreline, WA 98155

This property is listed as a wetland on the Army Corps of Engineers map. It is largely covered in mixed forest. If this property were to be acquired as an addition to Paramount Park it would preserve a great deal of habitat, as well as provide a wonderful pedestrian corridor from the park to NE 145th. Conversely, should it be developed with five or six homes, ingress and egress would be on NE 145th, adding to the significant problems this highway already poses for Sound Transit traffic. The asking price is \$495,000.

Additional Comments:

C-046-009 | Table 4.8-1: In the North Fork of Thornton Creek, coho, Chinook (listed as threatened) and sockeye salmon have also been observed. TCA suggests you contact Seattle Public Utilities for more information. Barriers downstream of the study area have been an issue so these species may not be found in the headwaters near the rail study area, but water quality impacts could affect them nonetheless. And, as mentioned, some of the barriers have been removed and more will likely be removed in the future, allowing fish access to the rail study area.

C-046-010 | Page 4-134: paragraph following Table 4.8-2: Bald eagles, while no longer listed under the Endangered Species Act, are protected under the Federal Bald and Golden Eagle Protection Act (BGEPA) as well as the Migratory Bird Treaty Act (MBTA). A number of other migratory bird species and their habitat require consideration under MBTA.

Cc: Seattle City Council, Shoreline City Council, Seattle Mayor

C-046-009

The Ecosystem Resources Technical Report provides additional information on fish species in the North Branch of Thornton Creek, including observations of Chinook, coho, and sockeye salmon. The potential impacts on fish by guideway construction and operation under the light rail alternatives are discussed in Section 4.8.2, Long-term Impacts. Also see the Final EIS Appendix O, the Biological Assessment prepared in support of Endangered Species Act compliance for the project.

C-046-010

The Ecosystem Resources Technical Report provides additional information on the regulations pertinent to this analysis. Compliance with the Migratory Bird Treaty Act is discussed on page 4-146 of the Draft EIS.