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**From:** Capt. Andrew Reay-Ellers <capt\_reayellers@yahoo.com>  
**Sent:** Wednesday, August 21, 2013 3:01 PM  
**To:** Lynnwood Link DEIS  
**Subject:** Fw: shoreline LINK meeting(s) follow-up  
**Attachments:** Letter to SOWERS-reTOD-21Aug2013.docx

To Lynnwood Link DEIS Comment-processing staff;

I-083-001

Last December, when the Sound Transit Board voted to adopt Transit-Oriented-Development policies, I was very heartened to see that lessons had been learned; and that Sound Transit now appreciated the value and accepted the necessity of TOD in creating a successful transit system.

With this in mind, you can imagine my dismay in reviewing the recently released DEIS for the Lynnwood LINK portion of the light rail system.

The designers and planners of this proposed section of light rail have disregarded Sound Transit's TOD policies. It appears that nothing has been learned, and the ST staff has ignored the directions of the board, and the criteria you have established. Every proposed station is sited immediately next to the highway, and the potential for TOD at each of these sites --by Sound Transit's own estimates-- is "Limited".

At recent public meetings and presentations by Sound Transit in the Shoreline area I have been asking questions about Transit-Oriented-Development, and trying to point out the shortcomings in the plan as it is currently proposed. I cannot say that the local staff seem to think this is an important issue. They seem to want to discuss nothing at this point other than alternatives of at-grade vs. elevated stations; and where exactly they will build the enormous parking garages they propose.

I am following up some of those discussions with a letter to one of the Sound Transit outreach staff, Nytasha Sowers. A copy of my letter to her is both included below, and attached to this email.

Basically, rather than being a part of an integrated regional transit system, it seems like the cities of Shoreline, Mountlake Terrace, and Lynnwood are simply expected to accommodate the passage of a commuter rail line . . . . This is NOT what the "Link Light Rail" system is supposed to be about -- a series of Park & Ride Garages along

1

### I-083-001

Thank you for your letter regarding Sound Transit's TOD Policy and for your interest in creating transit-oriented communities in the station areas. Sound Transit's project was designed to respond to the purpose and need described in Chapter 1. The Sound Transit policy on TOD is intended to help guide the development of the project, but it does not override the project's purpose and need, and it is to be considered along with other design and environmental considerations that shaped the development of alternative alignments and stations. Please see Chapter 2, Section 2.6.1 for more details on factors affecting the alternatives.

I-083-001

the highway. Vibrant integrated station-areas --with good opportunities for TOD-- are a 'must' if Sound Transit's Light Rail system is to be a success.

I am working to write an official and complete set of comments regarding the Lynnwood Link DEIS, and will send those to you when they are complete. In the meantime, I am sending you a copy of my correspondence with Ms Sowers for the record.

I hope that the Sound Transit staff, and especially the Lynnwood Link Team will please look into this issue, and consider the flawed planning and missed opportunities of the current Lynnwood LINK design.

thank-you,

andy reay-ellers

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----- Forwarded Message -----

**From:** Capt. Andrew Reay-Ellers <capt\_reayellers@yahoo.com>  
**To:** "nytasha.sowers@soundtransit.org" <nytasha.sowers@soundtransit.org>  
**Cc:** Miranda Redinger <mredinger@shorelinewa.gov>; "Suzanne Wynne, 185th Station-Area Citizens Committee" <action@futurewise.org>; 185th Station Citizen Committee <185scc@gmail.com>  
**Sent:** Wednesday, August 21, 2013 12:56 PM  
**Subject:** shoreline LINK meeting(s) follow-up

Dear Ms. Sowers--

I-083-002

I wanted to 'follow-up' with you a bit.....

Two weeks ago, at the 185th station committee meeting, I was one of the people asking you about the [lack of] TOD potential in the proposed design of the Lynnwood LINK. Previous to that, I had been one of the people asking you similar questions at the 145th station-area visioning meeting the week before.

## I-083-002

Since the release of the Draft EIS and the identification of the Preferred Alternative, the City of Shoreline has conducted additional planning that would help create development patterns more oriented to transit at the NE 145th Street and the NE 185th Street stations. The assessments of the potential for TOD reflected a variety of factors, including local regulations, market conditions and availability of land. The City of Lynnwood, the City of Mountlake Terrace and Sound Transit have also been working collaboratively to advance the TOD potential in their station areas. During final design, Sound Transit also will continue to consider TOD development partnerships and related opportunities to design the station and station areas in ways that support TOD. However, the station locations and the decisions to include parking facilities respond to other Sound Transit policy commitments, including for system access (encouraging a balance of modes, and recognizing the need to serve existing as well as future land use patterns in the larger corridor), sustainability, and environmental management. As described in more detail in Chapter 2, other corridors away from the freeway were considered, but the environmental impacts of building light rail through established communities with few other continuous north/south corridors besides SR 99 limited the potential for placing stations other than adjacent to I-5. Please see Chapter 4, Land Use, Section 4.2.5 for a discussion on TOD potential.

I-083-002

While it may seem that I keep asking the same questions, I'm not. (though admittedly my questions are certainly closely related). Likewise, regardless of what you may think, I am very much interested in your answers.

I am trying not to repeat myself, but rather to continue to research and ask questions in hopes of helping me to refine my DEIS comments, so I am focusing on defining the problems in sound transit's conceptual strategy of designing the Lynnwood Link.

In detail, and review:

At the visioning meeting I asked you about better siting/aligning/designing the shoreline stations to maximize and encourage -- or at the very least, **allow for** -- good TOD and adjacent "smart growth" urban planning and integration.

[ please note, again, that I am in no way asking for re-consideration of a SR99 or N.E. 15th alignment. ]

Your reply to me, in part, was that while LINK will try and locate stations where TOD can best happen, not all stations can have this attribute. Different stations can and will serve different purposes.

I have to say that while I might wish that EVERY station area be developed in a "dense, developed TOD" way, I heard what you had to say and I guess it helped me to realize that this is unrealistic. So I get it -- not all stations can or will be designed, aligned, laid-out, and sited to maximize TOD.

BUT.

With this new (and perhaps more realistic) attitude, I then went back to work looking to Sound Transit's policies and goals, and the Lynnwood LINK planning and design work. I wanted to understand both the current policies, and where along the Shoreline segment good integration of station & community is being considered, fostered, and can be expected.

here's what I found:

---Last December the ST Board approved and published their official TOD Policy.

---in April, Lynnwood LINK issued its report on TOD potential along the proposed route with the currently proposed stations' conceptual design & siting.

I-083-002

---and now the DEIS has been published, which incorporates in its entirety (I believe) the April TOD report.

In doing this research two things really jumped out at me, and that is what I was trying to question you about at the 185th meeting. In short:

#1.

The sound transit TOD policy says (1st page, 3rd paragraph):

*".....The legislation also guides Sound Transit to work with public and private interests to facilitate TOD. For example, Sound Transit is guided to work with local jurisdictions to set forth conditions for assuring land uses compatible with development of high-capacity transportation systems, such as providing for sufficient land use densities through local actions in high capacity transit corridors and near passenger stations, preserving transit rights-of-way, and protecting the region's environmental quality. Additionally, the legislation guides the agency, in cooperation with public and private interests, to promote transit compatible land uses and development, which includes joint development."*

#2.

The assessment in the April report and the DEIS states that the potential for TOD at the 4 proposed station sites in "segment A" of Lynnwood LINK is:

"limited"(130th); "limited"(145th); "limited"(155th); and "limited-moderate"(185th).

-- and even this last site falls to "limited" if accommodation/agreement is not reached with Shoreline Schools for developing adjacent properties in their control.....

#### OBSERVATIONS:

It appears that the Lynnwood LINK conceptual design, as described in the DEIS, pretty much completely disregarded Sound Transit's own policy. The development of designs are directed to "facilitate TOD" (Sound Transit's words) -- NOT to simply study the issue and then report that, "*nope, not much chance of TOD here...*" (my paraphrase) And regardless of your supposition that 'every station site won't allow for TOD' -- which I do tend to believe is true -- the fact is (as established by Sound Transit's own report), that NONE of the 4 proposed "Segment A" stations allow for appreciable TOD. Moreover, depending on which station sites are selected in segment B (Mountlake Terrace) and segment C (Lynnwood), the potential for TOD at those sites is limited as well.....

I-083-002

Again, I get it that this section of LINK is never going to have the TOD potential of some of the station sites in Seattle. Likewise, I understand that it would be too much to expect that Sound Transit would site, design, and build every one of the Lynnwood LINK stations to maximize TOD potential.

But NONE??

Eight months after Sound Transit publicly commits to a policy of designing its transit projects to encourage and facilitate TOD -- **and the very next project design which is released to the public has little to none.** Why has this project chosen to disregard the Sound Transit board's guidance and directions? I hope you can realize how disappointing and frustrating this is..... and why I am asking questions about this obvious oversight and short-coming of the project as proposed.

At some point in design and scoping -- especially after the Sound Transit board adopted an official policy and commitment to TOD -- there should have been a recognition that the current design was not meeting Sound Transit's own criteria.

So we are now at a point in the process where the public is to comment on the alternatives listed in the DEIS -- and yet the list of alternatives is very obviously incomplete, since no alternatives provide even an average amount of TOD potential. In failing to develop a design which meets Sound Transit's own policies and goals, I find that the DEIS is deeply flawed.

It seems like the lessons learned by Sound Transit a mere ten years have already been forgotten. At that time, the preferred alternative of locating a LINK station alongside the highway at NE 65th was realized to be a mistake --both by the community AND the Sound Transit Board-- simply on the basis of the lack of TOD potential.

No transit station which is sited immediately adjacent to a highway will ever encourage --or even allow for-- effective TOD and integration into the surrounding community. By definition and simply geometry, half of the land adjacent to a station located immediately next to a highway can never be developed, because it is taken up by the highway itself. And then the other half of the the land adjacent to the station will never foster good, valuable, and attractive urban development, because all of that property, by definition, is next to a highway. Shifting the alignment even a block or two makes a world of difference, and that is exactly what Sound Transit choose to do at NE 65th -- even though it meant that the costs of developing that segment are going to be higher.

I-083-002

I understand that it must seem the obvious solution to run LINK along the edge of I-5 from Northgate to Lynnwood -- its simpler, and probably cheaper. But by choosing this 'easy' way, Sound Transit has disregarded what it has already learned about station areas. North of Northgate does not suddenly turn into a rural area, which simply needs to accommodate the passage of a train. Rather than serving the city of Shoreline, and helping to foster transit-oriented neighborhoods within the station areas, the current Lynnwood LINK design is little more than a commuter rail line.

The DEIS, as it is currently written, basically only allows a choice of which type of Park-and-Ride station (at-grade or elevated; where to build the huge parking structure) the public wants to accept. This is not a real choice, and doesn't allow for meaningful public input. The currently proposed station locations and siting don't allow for significant Transit-Oriented-Development, or efficient integration -- and that is exactly what is needed if LINK is to have a consequential positive impact throughout our area.

If the Lynnwood LINK is to truly serve the communities north of Seattle --and to meet the criteria, strategies, policies, and goals set by Sound Transit-- then a re-examination of the project's design is necessary.

Sound Transit needs to be part of creating a transit system, NOT just the builder of a railroad.

regards--

andy

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Capt. Andrew Reay-Ellers

home: 206 - 362 - 3799  
cell: 206 - 552 - 1961  
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To: Nytasha Sowers, Sound Transit

From: Andrew Reay-Ellers  
Email: [capt\\_reayellers@yahoo.com](mailto:capt_reayellers@yahoo.com)  
Phone: 206-552-1961

Cc: Miranda Redinger, City of Shoreline  
Suzanne Wynne, NE 185<sup>th</sup> Station-Area Citizens Committee

21 August 2013

Dear Ms. Sowers--

I wanted to 'follow-up' with you a bit....

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I have to say that while I might wish that EVERY station area be developed in a "dense, developed TOD" way, I heard what you had to say and I guess it helped me to realize that this is unrealistic. So I get it -- not all stations can or will be designed, aligned, laid-out, and sited to maximize TOD.

BUT.

With this new (and perhaps more realistic) attitude, I then went back to work looking to Sound Transit's policies and goals, and the Lynnwood LINK planning and design work. I wanted to understand both the current policies, and where along the Shoreline segment good integration of station & community is being considered, fostered, and can be expected.

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the 4 proposed "Segment A" stations allow for appreciable TOD. Moreover, depending on which station sites are selected in segment B (Mountlake Terrace) and segment C (Lynnwood), the potential for TOD at those sites is limited as well.....

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Sound Transit needs to be part of creating a transit system, NOT just the builder of a railroad.

regards--

andy

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Capt. Andrew Reay-Ellers

home: 206 - 362 - 3799

cell: 206 - 552 - 1961  
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**I-084-001**

Thank you for your comment.

**Swift, Lauren**

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**From:** Robert Spires <spiresr@live.com>  
**Sent:** Wednesday, August 28, 2013 10:40 AM  
**To:** Lynnwood Link DEIS  
**Subject:** Lynnwood Link Extension

**I-084-001**

Review of Segment A alternatives eliminated any of my objection by eliminating my personal property loss.  
Thanks!!!  
Robert and Vimolrat Spires.

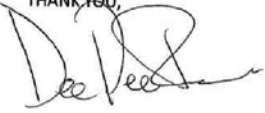
**I-085-001**

Thank you for your comment stating a preference for Alternative C1.

TO WHOM IT MAY CONCERN;

**I-085-001** | PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,

 8/25/13  
2517 171<sup>st</sup> St SE Bothell WA 98012

**I-086-001**

Thank you for your comment stating a preference for Alternative C1.

TO WHOM IT MAY CONCERN;

**I-086-001** | PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,

ROW CARR



TO WHOM IT MAY CONCERN;

I-087-001 | PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,

Mary Tennison 8-25-2013  
2517 171st St SE Bothell WA 98012

I-087-001

Thank you for your comment stating a preference for Alternative C1.

**I-088-001**

Thank you for your comment stating a preference for Alternative C1.

TO WHOM IT MAY CONCERN;

**I-088-001** | PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,

*Handwritten signature* 1/25/13

12600 Leitz Avenue #1-E

Everett, WA 98204



### Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: EILEEN HORNER

ADDRESS: 1037 NE 187<sup>th</sup>

CITY: Shoreline STATE: WA ZIP CODE: 98155-2218

EMAIL ADDRESS: RHORNER7@Juno.COM

Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

#### Comments

I-089-001

185 st Station

Option 1 with garage on west side  
is the choice we PREFER.

Eileen Horner



#### I-089-001

Thank you for your comment stating a preference for the NE 185th Street Station, Option 1, included in Alternative A1.





# Lynnwood Link Extension

## Submit your comments by September 23, 2013

Your comments on the Draft EIS will help the Sound Transit Board identify a preferred alternative this fall and will be responded to in the Final EIS (expected in 2014).

**BY EMAIL:** [LynnwoodLinkDEIS@soundtransit.org](mailto:LynnwoodLinkDEIS@soundtransit.org)

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

PLACE  
STAMP  
HERE

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

Thank you  
for your input!

**TO SUBMIT YOUR COMMENT BY MAIL:**

Fold this page and seal with tape, stamp  
and mail to address provided.





Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: William Hickey

ADDRESS: 1209 NE 188th

CITY: Shoreline STATE: WA ZIP CODE: 98155

EMAIL ADDRESS: liamhickey13@gmail.com

Please sign me up for project email updates

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Comments

I-090-001 Glad this is finally happening. Wonder if the projection is for increased # of autos on the road come 2020, or even a decrease. How people get around in 2050 I believe will be different than today; less auto, more public transport. Will additional trains be able to be added to track? High speed technology?

I-090-002 Add as many trees as possible!



I-090-001

Thank you for your comment concerning changes in traffic in the future. Analysis of 2020 traffic volumes is not presented in the EIS, however, projected traffic volumes for 2035 with and without the proposed Lynnwood Link Extension project are discussed. See Table 3-7, Screenline Volumes and Volume-to-Capacity Ratios. Comparison of these traffic volumes in this table show a consistent reduction in traffic volumes with the Light Rail Alternative.

Section 2.5.4 Light Rail Operations discusses the planned operation of the light rail service with four-car trains. Train frequency could increase as demand increases.

High-speed technology could not be implemented without complete reconstruction of the rail tracks, station platforms, operating system, as well as the purchase of all new trains. Moreover, operation of a high-speed train system would not be appropriate considering the relatively short distances between the transit stations.

I-090-002

Sound Transit will be meeting the tree replacement requirements of the corridor cities as well as WSDOT.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Carolyn Anderson

ADDRESS: 20104 - 48th Ave W. #16

CITY: Lynnwood STATE: WA ZIP CODE: 98036

EMAIL ADDRESS: camystic7@gmail.com

Please sign me up for project email updates

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Comments

I-091-001

Prefer to see Section C-3 option  
built instead of C-1 or C-2.  
Save the creek & wetlands &  
don't tear down apt./condo Bldgs  
or single family homes.



I-091-001

Thank you for your comment stating a preference for Alternative C3, due to reduced impacts on Scriber Creek and wetlands, Scriber Creek Park, and residences. The Sound Transit Board identified a modified C3 as the Preferred Alternative.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: W R ANDERSON

ADDRESS: 2332 N. 186TH

CITY: SHORELINE STATE: WA ZIP CODE: 98133

EMAIL ADDRESS: CWekaandy@comcast.net

Please sign me up for project email updates

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Comments

I-092-001

IT APPEARS THE GREATEST PHYSICAL

I-092-002

IMPACT WILL MORE NOISE ADDED TO THE FREEWAY AND SURROUNDINGS. THE ADDED IMPACTS TO HOUSING DENSITY AND TRAFFIC WILL BE BOTH A BLESSING AND A BURDEN TO DEAL WITH. WE ARE LARGELY A SINGLE DWELLING NEIGHBORHOOD, FINANCIAL SUSTAINABILITY AFTER INITIAL CONSTRUCTION IS ALWAYS A PROBLEM 10 YEARS DOWN THE ROAD WE WILL BECOME A REASON FOR ADDITIONAL TAXING OR FEES!



I-092-001

The noise analysis for the Lynnwood Link Extension uses the FTA impact criteria and Sound Transit mitigates noise impacts to levels below this criteria. Sound Transit's policy is to mitigate moderate or severe impacts. Potential mitigation measures for noise are described in Section 4.7.7 of the Final EIS.

I-092-002

The local jurisdictions control zoning and development regulations and policies. Most of the areas along the alignment have relatively limited transit oriented development potential due to the residential character of the neighborhoods surrounding the identified transit stations. The exception would be the area around the Lynnwood Transit Center and the Mountlake Terrace station area both of which would have moderate to strong TOD potential. Sections 4.2.4 and 4.3.4 describe the indirect and secondary impacts for land use and economics, respectively. Section 5.3.1 of the Draft EIS presents the operation and maintenance costs for the Lynnwood Link Extension, which is about \$16 million per year.



# Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Adam Andreassen

ADDRESS: 847 NE 189th St

CITY: Shoreline STATE: WA ZIP CODE: 98155

EMAIL ADDRESS: andreassen.adam@gmail.com

Please sign me up for project email updates

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## Comments

I-093-001 | After looking at the three options for a parking garage/lot for the

185th station, I strongly suggest that Sound Transit consider the

3-story garage (Option 1) on the west side of I-5. Locating a parking

lot under the current power lines would cause a loss of green space

I-093-002 | in the neighborhood, require Transit riders to walk a block to get to

the station, and seemingly increase traffic on 10th (and quite

possibly on 188th and 189th for those people who couldn't find parking).

Perhaps introducing neighborhood parking permits?

I-093-003 | I would also encourage Sound Transit to work with the city to

open up new business opportunities, such as coffee shops or cafes

that would benefit both commuters and neighbors in the area.



### I-093-001

Thank you for stating your preference for Option 1 of the NE 185th Street Station.

### I-093-002

The option to introduce neighborhood parking permits to manage the spillover parking is included in mitigation. It would be up to the City of Shoreline to implement a neighborhood parking permit program.

### I-093-003

Thank you for your interest in Lynnwood Link Extension and your comment regarding possible commercial development near the 185th Street Station. Commercial uses require allowable zoning and must meet development requirements. The City has developed a subarea plan near the proposed 185th Street Station that may permit some commercial development near the station.



# Draft EIS Comment Form

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NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP CODE: \_\_\_\_\_

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## Comments

I-094-001

Provide adequate parking

I-094-002

Also meeting times could be 7-9



### I-094-001

The park-and-ride lots have generally been sized to accommodate a balance between forecasted parking demand and minimizing potential impacts created by the facility.

### I-094-002

Thank you for your suggestion. The public meetings that were held during public comment period for the Draft EIS were held from 5:30 p.m. to 8:00 p.m. and were well attended. In addition to the public open house/public hearing, there were other opportunities to comment including sending written comments and emails directly to Sound Transit.



## Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP CODE: \_\_\_\_\_

EMAIL ADDRESS: \_\_\_\_\_

 Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

## Comments

I-095-001

This comment pertains to the Lynnwood Light Rail Link C<sub>1</sub>, C<sub>2</sub>, and C<sub>3</sub> alternative routes. As a resident of Lynnwood that lives in the residential Single Family Neighborhood that is ~~almost~~ directly across from the intended project area. I have determined by looking at the information provided in the DEIS taking special consideration the comparisons of all three routes and the serious impacts to the <sup>surrounding</sup> residents and wildlife habitat. I find that the C<sub>1</sub> and C<sub>2</sub> alternative routes have a serious <sup>and severely</sup> negative impact on the neighborhood in and around the light rail routes. The C<sub>3</sub> alternative route next to the Freeway I-5 has the least negative impacts on the surrounding neighborhood. I fully support Sound Transit to pursue the C<sub>3</sub> alternative route going into Lynnwood.



## I-095-001

Thank you for your comment stating your concerns for adverse residential, wildlife habitat, and neighborhood impacts of the Segment C alternatives and your preference for Alternative C3. A modified version of Alternative C3 was identified as the Preferred Alternative.



# Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP CODE: \_\_\_\_\_

EMAIL ADDRESS: \_\_\_\_\_

Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

## Comments

I-096-001

#1 Please provide adequate parking garage spaces with smoothly-flow

I-096-002

traffic entrances and exits. #2 Please provide more machines that people need to pay before they get on the link. I've seen lots of people did not pay and they drove the light rail link. There should be a security mechanism to provide entrance once people paid then they can get on.



### I-096-001

The park-and-ride lots have generally been sized to accommodate a balance between forecasted parking demand and minimizing potential impacts created by the facility. Station access designs are considering safe and effective access by all modes, and are being coordinated with local jurisdictions.

### I-096-002

Thank you for your comment. Sound Transit has a fare enforcement system that includes on-board patrols and penalties for non-payment of fares. Stations will have ticket vending machines as well as card readers.





Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Resident

ADDRESS: 1705 190th Pl SW

CITY: Lynnwood STATE: WA ZIP CODE: 98036

EMAIL ADDRESS:

Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-097-001

Preference would be to build above ground running along westside of free way into Lynnwood. Option C1 would be the best option & seemingly less invasive on the lands area near the mall.

I-097-002

appears that the transit time (Blaes Seattle) is lessened much & the amount of transfers seems to be high as well.

Currently the community "feeder" buses are slow at best to help service those of us that live along 524 heading east towards "Maltby". How can we easily access the light rail system.



I-097-001

Thank you for your comment stating your preference for Option 2 of Alternative C1. Please see Chapter 2, Section 2.6.2 for a discussion of why west side alignments are not proposed south of Mountlake Terrace.

I-097-002

Thank you for your input. One of the benefits of the project would be to reduce the need for transfers and to reduce waiting times. Sound Transit will work further with local transit agencies to coordinate transit services to stations as the project approaches operation. However, new routes and services are the jurisdiction of local transit agencies. Each of the stations include pedestrian and bicycle improvements.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Mark + Arden Apt

ADDRESS: 20901 53<sup>rd</sup> Ave W

CITY: Lynnwood STATE: WA ZIP CODE: 98036

EMAIL ADDRESS: arden.apt@gmail.com

Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-098-001

We are concerned about the removal of trees at the end of our cul-de-sac (where it abuts I-5). The trees are our only current noise barrier. If it is necessary that they are removed, we think a noise wall along I-5 (where the light rail) would veer off for C1 and C2 options) would be necessary. Since we already have to deal with the noise from I-5, additional noise would be very unwelcome. Thanks!



I-098-001

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

Sound walls are planned for all alternatives in this area, either at-grade or elevated, as mitigation for the light rail impacts. In addition, if any existing highway noise walls are removed, they will be replaced.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Linda Baughman

ADDRESS: 12035 5th Ave NE

CITY: Seattle STATE: WA ZIP CODE: 98125

EMAIL ADDRESS: lbaughm@u.washington.edu

Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-099-001 1) Station locations - position with E-W transit access such as 130th, 145, 185th Northgate - Presently there are no E-W bus routes close to the 155 proposed station

I-099-002 2) Track & sound wall placement needs to be planned in advance so I may start the tree replacement process along the west side of my property to improve the privacy in my back yard.

I-099-003 3) At grade placement needs to be defined in relation to my back yard grade. It currently is about 10 feet below the freeway grade.

I-099-004 4) Make sure comment sections/activities in the future are well documented.



I-099-001

Your preference for stations at 130th Street, 145th Street, and 185th Street due to east-west transit access is noted.

I-099-002

The noise analysis for the Lynnwood Link uses the FTA impact criteria and Sound Transit mitigates noise impacts to levels below this criteria.

Sound Transit's policy is to mitigate moderate or severe impacts. Potential mitigation measures for noise are described in Section 4.7.7 of the Final EIS.

Sound walls are planned for all alternatives in this area, either at-grade or elevated, as mitigation for the light rail impacts. In addition, if any existing highway noise walls are removed, they will be replaced as part of the project. Sound Transit will coordinate with affected property owners as the project continues into final design.

I-099-003

During final design, Sound Transit will coordinate with adjacent property owners where the project would involve construction affecting their parcels.

I-099-004

Documentation of project activities started in 2010 during the alternatives analysis which included a Report and SEPA addendum (Sound Transit, September 2011). The Final EIS includes the public comments to the Draft EIS, and responses to those comments. Chapter 6 describes the opportunities for public input.



# Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Leslie Basil

ADDRESS: 12300 33rd Ave NE #401

CITY: Seattle STATE: WA ZIP CODE: 98125

EMAIL ADDRESS: leslie@speakeasy.org

Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

## Comments

I-100-001

130th Station is critical to knit together Greenwood, Hellen Lake, Bitter Lake, Pinehurst, & Lake City into the light rail system.

If 130th is not going to be built - ~~then~~ commuters from ~~these~~ those neighborhoods will 'swamp' the ~~rest~~ Northgate transit P&R.

Either Elevated or at grade is fine. Since Northgate is elevated, at 145th will be ~~to~~ elevated (if built), ~~and probably~~ ~~results~~ we probably don't want an up/downing effort.

Thank you for having this open house.



### I-100-001

The 130th Station is included as an option being considered in the Final EIS.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Samuel Best

ADDRESS: 116 NE 158<sup>th</sup> St.

CITY: Shelton STATE: Wa. ZIP CODE: 98155-5220

EMAIL ADDRESS: Shbest116@msn.com

Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-101-001 Re: Alternative 155<sup>th</sup> St. Sta. - Do not purchase properties east of Fire Sta. to 3<sup>rd</sup> Ave. NE.

purchase 2 lots across st. 155<sup>th</sup> North upright of way - parcel properties 3. Residences East of 1<sup>st</sup> Ave. NE to NE 159<sup>th</sup> St. Convert this area to a 350 car park & ride for 155<sup>th</sup> St. Sta -

I-101-002 remove majority of material proposed Residences for Visual, Noise, Title Dust, and Habitat destruction - Implementing Rain Garden Water Courses to Twin ponds Park.



I-101-001

Thank you for your comment, including your suggestion for an alternate 155th Street Station. The 155th Street Station is not part of the Preferred Alternative evaluated in the Final EIS. Final determinations of the property needs for the project, including acquisitions and displacements, will be based on the project's final design after Sound Transit completes the EIS process, selects the alternative to be built, and develops final engineering and design plans. Minimization of acquisitions, displacements, and relocations is a priority for Sound Transit.

I-101-002

Thank you for your comment.

TO WHOM IT MAY CONCERN;

8/22/13

**I-102-001** PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,

M. BRIERLEY  
424 N. 130<sup>TH</sup> ST. SW  
78133-7910

**I-102-001**

Thank you for your comment stating a preference for Alternative C1.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Erick Bupp  
 ADDRESS: 18319 2nd AVE NE  
 CITY: Shoreline STATE: WA ZIP CODE: 98155  
 EMAIL ADDRESS: Bgobupp@gmail.com

Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-103-001

I like the A-3 option for the shoreline vicinity. Because its not the most expensive option and it will service our neighborhood very well



I-103-001

Thank you for your comment stating a preference for Alternative A3.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Kathleen Bupp

ADDRESS: 18319 2nd Ave NE

CITY: Shoreline STATE: WA ZIP CODE: 98155

EMAIL ADDRESS: Kathbupp@gmail.com

Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-104-001

I believe the A3 alternative for the 185th Street station would serve our neighborhood the best.



I-104-001

Thank you for stating your preference for Alternative A3.



Edvins Circeinis  
6834 - 40<sup>th</sup> Avenue NE  
Seattle WA 98115-7532  
ecirceinis@mac.com

August 22, 2013

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

Dear members of the Sound Transit Board:

I-105-001

I am a member of the Seattle Latvian Lutheran Church. I provided, without compensation, Architectural Design, Detail Design Drawings, and Structural Analysis for the construction of this Church and Community Center, which was built mostly by voluntary labor in 1971 and was dedicated to the Latvian Community on February 6, 1972.

The Latvian Lutheran Church has been notified prior to the DEIS publication that the property at 11710 - 3<sup>rd</sup> Avenue NE has been identified as one that Sound Transit may need to partially or fully acquire in order to construct the project under one or more alternatives.

Recognizing the seriousness of how this project may impact the Latvian Lutheran Church and North Seattle Communities, I am proposing for your consideration an option that, when properly executed, will save a number of properties from acquisition in the vicinity of the NE 117<sup>th</sup> Street.


Attachment A shows the current location of the I-5 lanes in the vicinity of the NE 117<sup>th</sup> Street. It is obvious that there is a lot more space on the West side of I-5 than on the East side.

To provide needed space for the proposed Sound Transit, the proposed alternative is to re-route locally the I-5 lanes, as needed, to the West in the existing I-5 right-of-way as shown in Attachment B.

I know, it is easier to condemn private property than it is to deal with federal government, but if you feel in your heart that it is worth saving the Latvian Lutheran Church, which is also a Center for the Baltic communities in the NW, I sincerely hope that the Sound Transit Board will give this alternate proposal its utmost consideration.

Thank you very much!

Sincerely,  
Edvins Circeinis  
Property Manager,  
Latvian Lutheran Church of Seattle



### I-105-001

The Preferred Alternative has been designed to avoid displacing the church. Any major modification to I-5 would be a less effective solution and involves higher levels of construction impacts, property impacts, and higher costs. Refer to Chapter 2 for a description of the Preferred Alternative.





COMMENTS ON LLE BY LYNNWOOD RESIDENT

Linden Clausen  
20212 52<sup>nd</sup> Ave W  
Lynnwood, WA  
August 21, 2013  
Lindenclausen@gmail.com

I-106-001

As a resident home owner, I am concerned that my family's quality of life will be degraded by the LLE, particularly Alternatives C1 and C2. I fear that congestion, noise, and vibration during operation of the link cannot be fully eliminated, only mitigated, and that disruption during the construction phase would be worse.

The EIS shows adverse impacts only near the guideway. Although my house is within that zone, I think it is likely that others will be affected. Chapter 4.7 states that there will be zero impacts after mitigation of noise. The level of disturbance can be lessened, but I feel it is misleading to state that it will be reduced to the point that there are no impacts.

Adding insulation to buildings in the severe noise impact zone is offered as a method of mitigation. As most local homes do not have air conditioning, they need to open their windows for ventilation, especially in warm weather. I think open windows would defeat the purpose of the insulation. Is there consideration of adding air conditioning to insulation as part of noise mitigation?



**I-106-001**

The noise analysis for the Lynnwood Link uses the FTA impact criteria and Sound Transit mitigates noise impacts to levels below this criteria. The FTA criteria for noise are based on exterior noise levels and are more stringent than the criteria for traffic. Sound Transit's policy is to mitigate moderate or severe impacts. Potential mitigation measures for noise are described in Section 4.7.7 of the Final EIS. Sound walls are planned for all alternatives in this area, either at-grade or elevated, as mitigation for the light rail impacts. In addition, if any existing highway noise walls are removed, they will be replaced as part of the project. For vibration, mitigation measures include track isolation systems, which are effective and typically reduce vibration to below the FTA criteria. Potential mitigation measures for vibrations are described in Section 4.7.7 of the Final EIS. For homes that still have impacts after mitigation, sound insulation may be considered. This form of mitigation can include improvements, such as new or upgraded windows, improved door seals and other measures to maintain low interior noise levels. This package would also include a fresh air circulation system or some form of fresh air exchange.

In terms of congestion, in areas where light rail creates an impact, the project identifies improvements as mitigation that would return local intersections in the area to the same as they would be without the project or better. Please see section 3.6 for potential mitigation measures for local streets and arterials.

While the EIS describes construction impacts, some of which will be unavoidable, the project also identifies mitigation in each of the environmental topic areas in Chapters 3 and 4 to reduce their severity, and construction is not expected to impair people's ability to live, work and conduct their normal activities in the communities along the project. Alternatives C1 and C2, which would be closest to your home, are not the Preferred Alternative.



## Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Deirdre CollinsADDRESS: 18210 15<sup>th</sup> Ave NE, 305CITY: Shoreline STATE: WA ZIP CODE: 98155EMAIL ADDRESS: deirdrecollins11@gmail.com Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

## Comments

I-107-001

I think the elevated options work best environmentally (less impact on land + movement of people, vehicles, animals). They look nicer as well.

I like the 3 station alternative of 130<sup>th</sup>, 155<sup>th</sup> + 185<sup>th</sup> rather than 1 station at 145 and another at 185<sup>th</sup>. For people biking or walking to the station, the 155<sup>th</sup> option is easier, and will mean that the 185<sup>th</sup> st. station will not be as packed with people + cars.



## I-107-001

Thank you for your comment stating a preference for the Segment A elevated alternatives with stations at 130th, 155th, and 185th. All of the project alternatives that were in the Draft EIS are included in the Final EIS. However, Sound Transit selected Alternative A1, with some modifications, as part of the Preferred Alternative. This alternative would include stations at 145th Street NE and 185 Street NE. Please see the Chapter 2 of the Final EIS for a description of the Preferred Alternative.

# Lynnwood Link Extension

Summer 2013



## Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: DAVID DAILEY 206/200-2086

ADDRESS: 17810 3RD AVE NE

CITY: SHORELINE STATE: WA ZIP CODE: 98155

EMAIL ADDRESS: David@PandoraHouse.org

Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

### Comments

I-108-001 | I FAVOR 185<sup>TH</sup> PARKING OPTION #2 FOR CONTACTNESS OF FOOTPRINT; EASE OF WALKING TO TRAIN; AND POSSIBLE FUTURE EXPANSION OF PARKING TO SURFACE LOT UNDER POWER LINES

I-108-002 | PLEASE WORK w/ CITIES TO PROVIDE PED/BIKE TRAILS ALONG RAILBED FOR IMPROVED NON-MOTORIZED ACCESS TO STATIONS



### I-108-001

Your comment is acknowledged. All of the project alternatives that were in the Draft EIS are included in the Final EIS. However, Sound Transit has identified its Preferred Alternative for Segment A, which includes a station as described as Option 1 under Alternative A1 in the Draft EIS. After publication of the Final EIS, the Sound Transit Board will select the alternative to be built.

### I-108-002

Thank you for the suggestions. Sound Transit has been coordinating with the local agencies to develop pedestrian and bicycle improvements in station areas and along rebuilt streets. A continuous trail along the rail line is not currently included as part of the project, largely due to the constrained right-of-way and the increases costs and impacts that would result.

Lynnwood Link Extension

Summer 2013

I-109-001



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Chuck Dolan
ADDRESS: 1220 NE 97th St
CITY: Seattle STATE: WA ZIP CODE: 98115
EMAIL ADDRESS: chucklesd2@hotmail.com

Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

Please make me a Party of record on all actions

1) Extend to comment period - Summer, Jewish high holy holidays & start of school is a poor period to solicit comment

2) Keep all wetland and tree loss in Section A in the Thornton Creek watershed and as high in the watershed as possible

3) Give extra weight to Alternatives that minimize wetland, stream & tree impacts

4) Incorporate Low Impact Development into all Alternatives to the maximum amount feasible

communications regarding segment A

I-109-002

I-109-003



I-109-001

Sound Transit does not have a party of record designation for those interested in the project. However, your email address, as given in this comment, has been added to the project's email update list, per this written request. The public comment period for the Draft EIS was for an extended period of 60 days (45 days are required) from July 26, 2013 to September 23, 2013 to allow greater opportunity for public comment.

I-109-002

Thank you. Sound Transit's policy [Executive Order No. 1, Establishing a Sustainability Initiative for Sound Transit (2007)] on ecosystem mitigation is to avoid impacts to environmentally sensitive resources to the maximum extent practicable and to provide adequate mitigation to ensure there is no net loss of ecosystem function and acreage as a result of agency projects. The Lynnwood Link Extension would mitigate impacts on ecosystem resources in accordance with the mitigation sequencing requirements established by the Clean Water Act and local Critical Areas Ordinances. 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. See section 4.8.6 of the Final EIS for details.

I-109-003

Thank you for your comment. In identifying a Preferred Alternative, the Sound Transit Board considered the information in the Draft EIS, which detailed ecosystem, visual, and other impacts. Sound Transit requires all projects to consider low-impact development (LID) methods as a first choice for stormwater treatment (Design Criteria Manual, July 2012). Section 4.11.9 of the Final EIS describes potential LID approaches the project would consider.



# Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Joanne Donohue

ADDRESS: 158 Lake Dell Ave

CITY: Seattle STATE: WA ZIP CODE: 98122

EMAIL ADDRESS: joanne.donohue@searlink.com

Please sign me up for project email updates - already signed up

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

## Comments

I-110-001

Given my background in Aging, my environmental values and what we heard at event for Korean Cent a folks of modest means event I have some concerns about the potential cost of parking garages at both stations. It will encourage people to keep driving. Accumulating shuttle might work better. This idea came up at both at the gatherings my organization put together. I hope we can find a more creative way to get people to the station.



### I-110-001

Multimodal connections to stations will be refined in coordination with partner transit agencies and local jurisdictions in the final design phase of the project. However, the station concepts already in place emphasize a balanced multimodal access plan that includes parking.





# Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Kathryn Egan

ADDRESS: 18022 5th Ave NE

CITY: Shoreline STATE: WA ZIP CODE: 98155

EMAIL ADDRESS: Kathryn.Egan@gmail.com

Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

## Comments

I-111-001 *I'm in favor of the A-1 option to go under 185th. Removal of as few trees as possible, and a high noise mitigation wall to reduce noise impacts.*

I-111-002 *Also - 5th Ave currently has no sidewalk and is very messy in the rainy months. Would need to sidewalk along 5th Ave from 180th to 185th at a minimum - particularly for safety sake with the increased traffic on 5th that's bound to happen.*



### I-111-001

Thank you for your comment. Sound walls are planned for all alternatives in this area, either at-grade or elevated, as mitigation for the light rail impacts. In addition, any existing highway noise walls that are removed will be replaced as part of the project.

### I-111-002

The current design of the Preferred Alternative includes reconstruction of 5th Avenue NE from NE 185th Street to approximately NE 183rd Court. This would bring the street up to current standards as well, with pedestrian and bicycle facilities, and improved stormwater management.



### Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Stefanie Bencheau

ADDRESS: 15816 8<sup>TH</sup> Ave NE

CITY: Shoreline STATE: WA ZIP CODE: 98155

EMAIL ADDRESS: lebbonbird@yahoo.com

Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

### Comments

I-112-001

At my home in the Ridgecrest Neighborhood, we are currently impacted by a great deal of sound from I-5 due to being situated on the crest of the hill. I don't see any evaluation being done in regards to sound near my home since we are a good distance from the L.R. line proposals. I would ask for an evaluation to be done prior to the final E.I.S.

I am a big supporter of the plan, and specifically the stop at 145<sup>th</sup> but I would appreciate some more thought being put into sound impacts at neighborhoods along the crest of the hill on 7<sup>th</sup> & 8<sup>th</sup> NE.

Thank you.



### I-112-001

Thank you for your comment. Based on the address you supplied, your house is approximately 2100 feet from the light rail alignment. At this distance, it is unlikely that you would hear the light rail system operations, and you are outside the typical analysis range 400 to 600 feet from the corridor. However, sound walls are planned for all alternatives in this area, either at-grade or elevated, as mitigation for the light rail impacts. In addition, any existing highway noise walls removed will be replaced.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Judi Gladstone

ADDRESS: 8526 Madrona Ln.

CITY: Edmonds STATE: WA ZIP CODE: 98026

EMAIL ADDRESS: judiglad@gmail.com

Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-113-001

No station at 130<sup>th</sup> or 155<sup>th</sup> or 220<sup>th</sup>. Don't want too many stops. Have parking available at each station. Suburban commuters don't like have to transfer. The commute is already long enough. Also need to accommodate commuters from even further north.

where not many people will get on.



I-113-001

Sound Transit acknowledges your comment opposing stations at NE 130th Street, NE 155th Street, and N 220th Street. All of the stations would have park and ride facilities.



# Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Karen & Troy Griffin

ADDRESS: 20302 52nd Ave. W

CITY: Lynnwood STATE: WA ZIP CODE: 98036

EMAIL ADDRESS: sumpt@mskew@hotmail.com or DFRTry@hotmail.com

Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

## Comments

I-114-001 | We have concerns about the C1 & C2 options. We feel  
that the C3 option would cause the least amount of  
 I-114-002 | disruption for us, our neighbors and businesses. We're also  
concerned ~~about~~ <sup>that</sup> the noise and aesthetic would cause a  
significant decrease in our property value.



### I-114-001

Sound Transit developed a modified Alternative C3 for the Preferred Alternative. Please see Chapter 2 of the Final EIS for a description of the Preferred Alternative and its potential effects. A decision about which alternative is built for this project will not be made until after the Final EIS is issued.

### I-114-002

The noise analysis for the Lynnwood Link uses the FTA impact criteria and Sound Transit mitigates noise impacts to levels below this criteria. Sound Transit's policy is to mitigate moderate or severe impacts. Potential mitigation measures for noise are described in Section 4.7.7 of the Final EIS.

Section 4.5 analyzes visual impacts, and the areas along 52nd Avenue W were identified as high impact with Alternatives C1 and C2; they are not the Preferred Alternative. Section 4.3.4 also considers the potential for economic impacts to properties along the various alternatives.

TO WHOM IT MAY CONCERN;

**I-115-001** | PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,



**I-115-001**

Thank you for your comment stating a preference for Alternative C1.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: SHANON HARRIS

ADDRESS: 14729 - 12th Ave NE

CITY: Shoreline STATE: WA ZIP CODE: 98155

EMAIL ADDRESS: chsharris@msn.com

Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-116-001

I prefer Segment A alternative A11, with possibly a few changes. I believe there needs to be stations at both 135th and 145th with parking. But the interchange at 135th should also be reconfigured for improved traffic flow. I like that Option 2 at 145th acquires fewer properties than Option 1, and I like that it has kiss-and-ride access. At 185th I like that the station is elevated and that the garage is closer, but I wish there was a way to acquire fewer properties. Of the Segment B alternatives I prefer B2A because it includes a station at 220th

It will spread traffic in the area



I-116-001

Thank you for your comments stating a preference for Alternatives A11 (with changes) and B2A.



# Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: SHANE HOPE

ADDRESS: 2037 FAIRVIEW AVE E # B

CITY: SEATTLE STATE: WA ZIP CODE: 98102

EMAIL ADDRESS: ~~SHANE~~ scattleslaw@aol.com

Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

## Comments

I-117-001

IN SECTION B, THE MOUNTLAKE TERRACE TRANSIT CENTER IS THE PREFERRED LOCATION FOR A STATION. IT WILL ENCOURAGE TOD AND WALK BEST WITH FUTURE DEVELOPMENT AND RESULT IN MORE LIGHT RAIL RIDERSHIP, ~~AND~~ WITH A SAFER, MORE PEDESTRIAN-FRIENDLY APPROACH.



### I-117-001

The Sound Transit Board has identified Alternative B2, which includes a station at the Mountlake Terrace Transit Center, as the Preferred Alternative for discussion in the Final EIS. Please see the Chapter 2 of the Final EIS for a description of the Preferred Alternative. A decision about which alternative is built for this project will not be made until after the Final EIS is issued.



# Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Diana M Johnson

ADDRESS: 219 NE 185<sup>th</sup> ST

CITY: Shoreline STATE: \_\_\_\_\_ ZIP CODE: \_\_\_\_\_

EMAIL ADDRESS: d.johnson@u.washington.edu

Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

## Comments

- I-118-001 | My concern is the traffic along 185th, esp. during  
construction. Right now there is fairly heavy traffic  
along 185, esp. at rush hours, but also when there
- I-118-002 | are events at the shoreline Ctr and the stadium. It  
is a major arterial for all emergency vehicles at all  
times of day and night. There are only a few  
direct routes between 185<sup>th</sup> + 185<sup>th</sup> - Meridian, 5<sup>th</sup>  
and 10<sup>th</sup>. Alternatives will be necessary.



### I-118-001

Mitigation measures for increased traffic congestion as a result of the station construction and operation will be included as part of the project. Refer to Chapter 3, Transportation.

### I-118-002

Sound Transit will work with local jurisdictions during detailed construction planning to ensure that emergency vehicle access is maintained. Sound Transit will also coordinate with the City of Shoreline to minimize disruption to traffic flow and multimodal access along NE 175th Street and NE 185 Streets.



---

**From:** kristina.ajja@gmail.com on behalf of Kristina Johnson  
<kristina.johnson@alumni.duke.edu>  
**Sent:** Monday, August 26, 2013 3:09 PM  
**To:** Lynnwood Link DEIS  
**Subject:** Latvian Community Center

Dear Sound Transit Staff,

**I-119-001** I am writing regarding the proposed project affecting the survival of the Latvian Community Center in North Seattle, Washington.

As a Washington State voter, a lawyer, and a concerned Latvian-American, I would like to share a few points to please consider in the assessment of the project.

First, on a personal note, the Latvian Community Center has truly been a fundamental piece of home and an essential component of my years growing up in Seattle. The Latvian Center is as important in my family's history and in my personal experience as any state park, school, or other special memory. For my elderly mother, to this day it is her primary social place of engagement, its importance cannot be overstated for an elderly immigrant community, to have a place to come together in peace to share common language, art shows, music, food, folk dancing, church, and dialogue. Christmas would simply not be complete without the traditional events at the Latvian Center which I have always attended since a young age, including both the Christmas bazaar and also closer to the holiday the traditional candlelight church service, followed by Latvian dinner with the whole community, most of whom dress in traditional Latvian dress. This is a dying culture, and any efforts to preserve this piece of history must be treasured.

As more specific points, please consider the following:

**I-119-002** 1) A senior representative from the Latvian Community Center should be appointed to serve on the Community Advisory Committee and/or the Business Advisory Committee for the project, to ensure meaningful engagement with the affected community;

2) The project should be a design-bid-build project, rather than a design-build project, to allow for greater public engagement;

**I-119-003** 3) An engineering assessment must be completed to ensure that the historic/aged structure of the Latvian Community Center can withstand the new proposed route, if it will proceed at close proximity to the center multiple times per day.

All efforts must be made to ensure that this historic structure is preserved, and along with it a beautiful and fragile ethnic community.

Thank you for your time.  
Kristina Johnson  
8168 Cultus Bay Road  
Clinton WA 98236

1

### **I-119-001**

Thank you for your comments describing the cultural importance of the Latvian Evangelical Lutheran Church. 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. Please see the Final EIS Section 2.5.1 for a description of the refined Segment A alternatives, which all result in reduced impacts on the Church.

### **I-119-002**

Thank you for the suggestions. Sound Transit is committed to working collaboratively with the church and its representatives throughout the project's development. Sound Transit has not established citizen advisory groups or business advisory groups for the project. Sound Transit's contracting approach to the project would not alter the ability of the agency to continue public engagement in the project.

### **I-119-003**

The Final EIS includes an assessment of vibration levels (Section 4.7.3) resulting from the project, and determined that the vibration would be well below thresholds that could result in damage to adjacent structures. The assessment also considered the church as well as nearby residences as vibration-sensitive facilities where occupants could be disturbed by vibration, and identified mitigation measures to avoid vibration levels exceeding FTA criteria.

**Lynnwood Link Extension**



**Draft EIS Comment Form**

Submit your comments by September 23, 2013

NAME: Cecily Kaplan

ADDRESS: 15307 15th Ave NE #C0

CITY: Shoreline STATE: WA ZIP CODE: 98155

EMAIL ADDRESS: ckaping@msn.com

Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

**Comments**

I-120-001

I believe that the 145th station will only work if major changes and improvements are done to 145th. Light rail stations should encourage walking & biking. None of this can happen on 145th. It is terrible & this would make it worse. I like 155th better as it connects to already existing expansion of amenities at the area around Central market. It is also closer to the small area at 105th & 5th. Shoreline has an opportunity to begin to make the city interesting and accessible to people who want to live and play. It needs to be walkable. There needs to be opportunities for businesses to thrive with increase in people who come by light rail & enjoy a "business core": like Otello & Columbia city. The light rail was made



Summer 2013  
I don't know if you'll be able to visit the 145th station or if you'll be able to see the improvements. I don't know if you'll be able to see the improvements. I don't know if you'll be able to see the improvements.

People like me ride the light rail & walk to this nice neighborhood. Light rail is not the solution here. People like me ride the light rail & walk to this nice neighborhood.

**I-120-001**

Thank you for your interest in Lynnwood Link Extension and your comment regarding improvements needed on NE 145th Street and the need for business opportunities near stations. The Preferred Alternative includes biking, walking, and other access improvements in the NE 145th Street Station area. The City of Shoreline developed a subarea plan for the 145th Street Station area, similar to the recently adopted 185th Subarea Plan.

**I-121-001**

Thank you for your comment stating a preference for Alternative C1.

TO WHOM IT MAY CONCERN;

**I-121-001** PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,

Christy Kelly  
4700-200 St  
#E-305  
Lynnwood WA 98036-6363

---

**From:** sskmk@comcast.net  
**Sent:** Sunday, August 25, 2013 3:55 PM  
**To:** Lynnwood Link DEIS  
**Subject:** eis

**I-122-001**

Of the 3 segment alternatives, c3 is obviously the best choice....it has the least impact on existing neighborhoods and businesses. The people that live in the impacted neighborhoods should not have to see their property devalued or lose their homes when there is a perfectly viable alternative that would avoid these consequences.

-Michael Kelly, Lynnwood

**I-122-001**

Your preference for Alternative C3 due to fewer impacts is noted. The Preferred Alternative in the Final EIS includes a modified Alternative C3. The decision about which project will be built will be made after publication of the Final EIS.

---

**From:** Teresa Kelly <terrytoo2@msn.com>  
**Sent:** Wednesday, August 28, 2013 11:09 AM  
**To:** Lynnwood Link DEIS  
**Subject:** Latvian culture center

To Lauren Swift:

I-123-001

We are so very upset about the Link running past the Latvian Church and Culture Center. Please do not become like the USSR destroying all Lithuanian and Latvian culture. Think about what you are doing.

Teresa Kelly

Sent from Windows Mail

### I-123-001

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.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Cheryl Klinker

ADDRESS: 12036 35th Ave NE

CITY: Seattle STATE: WA ZIP CODE: 98125

EMAIL ADDRESS: cakaea@comcast.net

Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-124-001

1) Go with elevated as much as possible, especially at 145th & along Jackson Park

I-124-002

2) ~~Don't~~ Don't put in all three interim stations... (130th, 145th, & 155th) seems like it would dilute ridership.

3) 145th is somewhat of a tangle already for traffic (long left turn waits, trying to get to freeway on ramps, the odd intersection etc) so would favor 130th station, but really like the potential for the bus & rail connections at 145th. Possible to redesign that whole intersection and freeway entrance to make it all safer, no waits for buses, and less time in the left turn lanes.

I-124-003

4) Glad to see minimal impact to Thornton, and hope there will be some stormwater natural systems associated with the new stations & water quality treatment at wetlands.

Please work closely with SPU as you tie into the Thornton drain & conveyance. Thanks for the opportunity.

I-124-001

Sound Transit identified a modified Alternative A1 for the Preferred Alternative. The preferred alternative as described in the Final EIS includes a partially elevated guideway in the vicinity of Jackson Park and stations at NE 145th Street and NE 185th Street. The Final EIS also includes an option for a station at NE 130th Street. Please see Chapter 2 of the Final EIS for a description of the Preferred Alternative. The Sound Transit Board will select the alternative to be built after publication of the Final EIS.

I-124-002

Thank you for your comment about traffic concerns on 145th Street. Chapter 3 includes updated information on improvements included in the Preferred Alternative that help reduce traffic impacts in the NE 145th Street Station area.

I-124-003

Thank you for your comment. Sound Transit requires all projects to consider low-impact development (LID) methods as a first choice for stormwater treatment (Design Criteria Manual, July 2012). As summarized in Section 4.11.9 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 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 LID throughout the project area.

---

**From:** Mark Knoke <sotosoroto@yahoo.com>  
**Sent:** Monday, August 26, 2013 12:41 PM  
**To:** Lynnwood Link DEIS  
**Subject:** Lynnwood Extension DEIS comments

- I-125-001** | In the description of a 145th Street Station, I-5 access is mentioned as if this is a positive item for this location. I would think this would be a negative for this location, instead. If anyone uses I-5 to this station, they'd be entering the freeway closer to a different station, so I doubt many people would use I-5 as access. A 155th Street Station, on the other hand, would provide an access point to light rail that is free of freeway congestion. This would set up a freeway/rail separation pairing like we have planned for 175th Street and 185th Street. If it works for northern Shoreline, it should be good for southern Shoreline.
- I-125-002** | For the potential 130th Street Station, it looks simple enough to flip the station plan to the south side of 130th Street. Doing this, coupled with a station entrance and crosswalk at 127th Street, would greatly increase the walkshed in the Pinehurst neighborhood. In the elevated scheme, the planned parking could then slide south, nearer to the intersection.
- I-125-003** | At the 117th Street bridge, to me it seems the best solution would be for the tracks to be elevated directly above 1st Avenue, on a structure straddling the street. This way, the existing bridge would not need to be replaced and houses alongside 1st Avenue would not need to be destroyed. Due to the grade change northward, there would be ample space to transition to an at-grade configuration for 130th Street after a high point near the Latvian Church.

Thank you,  
Mark Knoke

### **I-125-001**

The Chapter 2 descriptions of the NE 145th Street Station does not characterize the access as good because of the I-5 ramps, but rather because NE 145th Street and 5th Avenue are major arterials, and it would serve the communities east and west of I-5. The continued congested conditions on I-5 is expected to discourage patrons from the north from taking longer trips on the freeway when there would be accessible stations closer to their origin or destination.

### **I-125-002**

The option to locate the 130th Street Station to the south side of NE 130th Street was explored by project designers. The freeway ramp configurations and design challenges involved with reconfiguring the ramps resulted in a decision to not move this option forward. The Preferred Alternative includes the option for a future NE 130th Street Station on the north side.

### **I-125-003**

The Draft EIS and Final EIS include a range of alternatives that do or do not involve replacing the 117th Street bridge. The preferred alignment for the guideway would not require reconstruction or modification of the NE 117th Street crossing.



### Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Brad Lancaster

ADDRESS: 18331 10<sup>th</sup> Ave NE

CITY: Shoreline STATE: WA ZIP CODE: 98155

EMAIL ADDRESS: brad@lancasterlawoffice.com

Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

### Comments

I-126-001

Shoreline used to be a bedroom community created by the easy commute to downtown Seattle. No more. We are now a city with a small commercial base and under-utilized land. The 185<sup>th</sup> Shoreline station provides to create higher density housing, a new commercial district, and a more urban Shoreline. Put the parking as close to the station as possible. Build a multi-story parking facility. Rezone the surrounding area to let businesses buy out homeowners (profitably). Build the station to shape the future rather than remediate the past. We look forward to a more "fun" Shoreline. Banish the boring!



### I-126-001

Thank you for comment regarding the 185th Street Station. The preferred alternative includes a multi-story parking garage on the west side of I-5 with improved pedestrian access along NE 185th Street across I-5. The City has developed a subarea plan near the proposed 185th Street Station that envisions higher density development near the station. Rezoning is the responsibility of the City of Shoreline and not part of the Lynnwood Link Extension project.





# Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: CATHERINE LO

ADDRESS: 16710 3<sup>RD</sup> AVE NE

CITY: SHORELINE STATE: WA ZIP CODE: 98155

EMAIL ADDRESS: kaisaren8@yahoo.com

Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

## Comments

I-127-001

As an avid walker & cyclist, I'm advocating for a station location @ 155<sup>th</sup> Street to serve the Ridgecrest neighborhood. A 155<sup>th</sup> location would allow a greater number of Shoreline residents to access LINK via non-motorized means which best supports ST's policy of reducing carbon emissions. Such a location would also allow for good connecting bus service (east-west) to/from the Central Market/Sears redevelopment zone and provide continuation service to Greenwood Ave off of Westminister. Bike lanes already exist on 155<sup>th</sup> west of 5<sup>th</sup> Ave NE and are slated for expansion to the east. In terms of station spacing, a 155<sup>th</sup> station would fit well with a 130<sup>th</sup> station for which I also support. Please prioritize those most affected in Shoreline and maximize benefits to our community by considering 155<sup>th</sup>!



### I-127-001

Your preference for a NE 155th Street Station is noted. Although the station is not part of the Preferred Alternative, all of the stations would feature multimodal access improvements in the station areas. Sound Transit is also coordinating with the City of Shoreline on opportunities to enhance station accessibility.



## Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Doug Martin-Vogel

ADDRESS: 18525 10<sup>th</sup> Ave. NE

CITY: Shoreline STATE: WA ZIP CODE: 98155

EMAIL ADDRESS: drearwig@hotmail.com

Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

### Comments

I-128-001

I am in the area closest to segment A on 185<sup>th</sup>. I like option 1 the most because it preserves the most number of houses and seems to impact less residence. Option 2 is acceptable but offers less opportunity for development around and in the shoreline center. Option 3 destroys the open space used for hiking, dog walking, and many other activities. It will directly effect my property and will increase air pollution. I like the foot bridge over IS. I also prefer the elevated ~~de~~ option for the rail because it looks better and displaces less people and will require less property to be purchased.



### I-128-001

Thank you for your comment stating a preference for the 185th Option 1 Station (Alternative A1). Alternative A1 with modifications, was been identified as the Preferred Alternative. The Sound Transit Board will select the project to be built after publication of the Final EIS.



### Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Josie Mearns

ADDRESS: 18516 8<sup>th</sup> Ave NE

CITY: Shoreline STATE: WA ZIP CODE: 98155

EMAIL ADDRESS: cycle107@comcast.net

Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

### Comments

I-129-001

Option #3 : The parking under the power lines is a concern because of EMFs and the Tolt River water runs underground. Has there been approval by the Seattle utilities, who maintain the property and the water pumps.



### I-129-001

Parking lots, streets, and recreational trails are constructed regularly under these types of transmission power lines and over water mains. As noted in Section 4.13 there would be no impacts due to electromagnetic fields. If Option 3 were selected in the project to be built, improvements within the limits of the Tolt River water supply easement area would be required to meet Seattle Public Utilities (SPU) design standards, and any such improvements must undergo an SPU design review prior to construction.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: RYAN MIFFLIN

ADDRESS: 1023 NE 187th St.

CITY: Shoreline STATE: WA ZIP CODE: 98155

EMAIL ADDRESS: riverhead19@hotmail.com

Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-130-001

I vote for option 3 for the 185th st. location, but please consider making additional parking all contained in the same block and not under the phone lines. The homes on that block are dumps built nearly 50 years ago and are not worth saving!



I-130-001

Your preference for Option 3 for 185th Street Station is noted.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: James Monroe  
 ADDRESS: PO Box 851  
 CITY: Lake Stevens STATE: WA ZIP CODE: 98258  
 EMAIL ADDRESS: jmonroe642@hotmail.com  
 Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-131-001

*Long time supporter of light rail (grew up on it in New York + Chicago). Glad to see it finally here in Seattle. LONG OVERDUE!*

I-131-002

*I strongly encourage using the freeway medians for at-grade or above grade use of the right of way. Land is already being used for transportation and would not impact land owners adjacent to freeways as delineated in several alternatives.*

*To achieve this in places reduce number of lanes on freeway. You want those people on the train. They won't need their vehicles. Therefore, no need for the pavement.*

*Thanks to the team that put this together.*



I-131-001

Thank you for your comment. Sound Transit appreciates your support.

I-131-002

The proposed rail alignment is primarily sited in existing right of way outside of traffic (i.e. I-5) to avoid operating and safety conflicts. Removing capacity on the freeway in order to construct light rail would greatly worsen congestion and degrade overall transportation system function. Construction impacts would also be much higher. An above-grade alignment would also need to have more space in the median than is available from Northgate to nearly Mountlake Terrace, would conflict with multiple existing bridges/overcrossings, and would lack room for stations.

Section 2.5 of the Final EIS explains the factors affecting the range of alternatives. The factors reflect the constraints posed by I-5 and its limited available right-of-way, as well as other community and environmental conditions along the project corridor. In addition, refer to the I-5 Light Rail Compatibility Report (Sound Transit 2012, included as Appendix Q of the Final EIS) which is the basis for the conceptual engineering of the Draft EIS alternatives and their assumptions about the use of WSDOT right-of-way.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: CRAIG MURPHY  
 ADDRESS: 2345 N. 179th STREET  
 CITY: Shoreline STATE: \_\_\_\_\_ ZIP CODE: 98133  
 EMAIL ADDRESS: Cemurphy1958@hotmail.com  
 Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-132-001

185th STATION  
 Please work with & encourage other agencies (City of Shoreline etc) to make sure that high quality/safe walking & biking access is also in place at the time the 185th street station is opened. This should include well lit bike lanes & side walks not only on 185th but also on streets entering neighborhoods & parks - such as 185th, 10th NE, 1st Ave NE (N+South of 185) 179th (Borders Cromwell Park entrance) 5th Ave NE.

I-132-002

145-OR 155 - MAKE A GATEWAY INTO SHORELINE & NOT JUST A TRANSIT CENTER THAT PEOPLE WANT TO GET OUT OF QUICK - MAYBE COMMERCIAL DEVELOPMENT AROUND THE CREST & CAFE AROMA - Pub, Restaurant, COFFEE SHOP?



I-132-001

Thank you for your comment regarding pedestrian and bicycle access to the 185th Street Station. Non-motorized access to light rail stations is an important component of Sound Transit systems as reflected in the Transit Oriented Development, Sustainability, and System Access Policies. The Preferred Alternative identifies improvements in the station area (see Chapter 2 as well as Appendix F for details). Sound Transit will continue to work with partner agencies, including the City of Shoreline, on complimentary access improvements.

I-132-002

Sound Transit and the City of Shoreline have been coordinating in station planning, and Shoreline has been conducting its own subarea planning process for potential comprehensive plan amendments. Please see Section 4.2.2.



### Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Mike Orr

ADDRESS: 1618 Bellevue Ave #302

CITY: Seattle STATE: Wa ZIP CODE: 98122

EMAIL ADDRESS: Sluggo.ster@gmail.com

Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

### Comments

I-133-001

Link and the Lynnwood Extension are vital to giving the region an effective alternative to driving. The most important criteria for station siting is proximity to neighborhood centers, bus/bike/pedestrian access, and TOD opportunities.

130th station is vital. So alternatives A5 or A10 are best. 130th is necessary to give Lake City and north west Seattle effective access to Link via a feeder bus, which would also connect those two areas together. We don't need the elevation of A7 and A11 because there are no traffic crossings to eliminate or spectacular views to sea, so save money and build at-grade.

It's hard to choose between 145th and 155th, but 155th is <sup>slightly</sup> better due to being a pedestrian-friendly street.



### I-133-001

Your comment regarding the benefits of stations at NE 130th and 155th Streets is noted. Consistent with the Sound Transit Board's direction for a Preferred Alternative, the Final EIS includes an option for a station at the NE 130th Street.



# Lynnwood Link Extension

Submit your comments by September 23, 2013

Your comments on the Draft EIS will help the Sound Transit Board identify a preferred alternative this fall and will be responded to in the Final EIS (expected in 2014).

BY EMAIL: LynnwoodLinkDEIS@soundtransit.org

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

I-133-001

*(continued)*  
Without traffic congestion, and fewer major parcels that would block up zoning, and being closer to the Issaquah/Aurora center and existing Crosstown bus 330. ~~from~~

I-133-002

Mountlake Terrace station must be on the east side of the freeway to facilitate transfers to buses and a shorter walk to the city center. 220th station may be a good idea if Snohomish County residents support it. So either B2, B2A, or B4 would be ok.

I-133-003

Lynnwood station should be on the north or west side of the transit center to give a shorter walk to the emerging urban village, so C1 or C2 are ok. C3 is bad because it's the longest walk from the city center and has no immediate walkshed, being sandwiched between the park & ride and I-5.

I-133-004

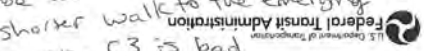
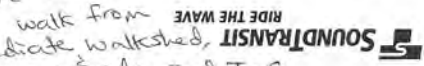
~~there have been objections~~  
Draft EIS Comments c/o Lauren Swift  
401 S. Jackson St., Seattle, WA 98104  
Sound Transit

Do not allow concerns about impacts to Scriber Lake Park or the Latvian Center to stand in the way of effective transit for hundreds of thousands of non-drivers and would-be non-drivers in the region. This is our best and only hope to have effective rapid transit in the region, so we must think long-term.

PLACE STAMP HERE

TO SUBMIT YOUR COMMENT BY MAIL:

Fold this page and seal with tape, stamp and mail to address provided.



## I-133-002

Your preference for Alternative B2, B2A, or B4 is noted. The Sound Transit Board has identified Alternative B2 as the Preferred Alternative. The Preferred Alternative as discussed in the Final EIS includes a station on the east side of I-5 at the Mountlake Terrace Transit Center and further considers an option for a station at 220 Street SW. Please see Chapter 2 of the Final EIS for a description of the Preferred Alternative.

## I-133-003

Thank you for describing your concerns about walkability with Alternative C3, which led to your preference for Alternatives C1 and C2. The Sound Transit Board has identified a modified Alternative C3 as the Preferred Alternative. Please see Chapter 2 of the Final EIS for a description of the Preferred Alternative.

## I-133-004

Thank you for your comments. Sound Transit appreciates your support for the project.



Search for separate comment

### Lynnwood Link Extension

Summer 2013



## Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Mike Orr

ADDRESS: 1618 Bellevue Ave #302

CITY: Seattle STATE: Wa ZIP CODE: 98122

EMAIL ADDRESS: Sluggaster@gmail.com

Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

### Comments

Link and the Lynnwood Extension are vital to achieve an effective non-automobile

Multiple horizontal lines for writing additional comments.



I-134-001

Thank you for your comments. Sound Transit appreciates your support.

I-134-001



# Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: CHRISTOPHER PALMS

ADDRESS: 1519 NE PERKINS WAY

CITY: SHERBURNE STATE: WA ZIP CODE: 98155

EMAIL ADDRESS: \_\_\_\_\_

Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

## Comments

I-135-001

FOR THE 185TH ST STATION I THINK OPTION 2  
OFFERS THE BEST COMBINATION OF DIRECT ACCESS  
FROM PARKING & REDUCED IMPACT TO NEIGHBORING  
HOUSES.



### I-135-001

Your preference for the 185th Street Station, Option 2, is noted. Please see Chapter 2 of the Final EIS for a description of the Preferred Alternative. A decision about which alternative is built for this project will not be made until after the Final EIS is issued.



# Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Diana Petersons

ADDRESS: 12015 E. Gibson Rd

CITY: Everett STATE: WA ZIP CODE: 98204

EMAIL ADDRESS: dilunik@hotmail.com

Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

## Comments

I-136-001

My family moved to the Seattle area in 1987 and our family became the caretakers of the Latvian Lutheran Church. We grew up attending Latvian School, going to Latvian folk dancing, helping w/ senior citizen lunches, going to Latvian Bazaars and other numerous activities. This is the life of a Latvian-American child and continues into adulthood. By building this light rail system, you affect the senior community that built this center by hand w/ ~~thousands~~ donations collected over 40 yrs ago. You affect my age group who is now bringing their children to school and continuing the culture - you are affecting the future Latvian children, as well as our fellow Estonian and Lithuanian members who also share our center. We have had to move before due to imminent danger - please do not make us move again - we will not find a "home" that carries the significance of this center. Sincerely, Diana Petersons



## I-136-001

The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE, which avoids 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.



## Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Modris Petersons

ADDRESS: 11716 3rd Ave NE

CITY: Seattle STATE: WA ZIP CODE: 98125

EMAIL ADDRESS: \_\_\_\_\_

Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

### Comments

**I-137-001** We are the caretakers at the Latvian Lutheran Church. We are originally from Milwaukee WI. Every major city in America has a Latvian community center. Most of the centers were built by the "greatest generation". We noticed that when we took over the center, unlike other centers, there is the whole west coast Latvian community that uses the church and center. Not just the city of Seattle.

**I-137-002** To resolve the issue with no major hassles and a devastated Baltic community, shorten the 130th street exit. It's silly to have such a long exit lane. Go see for yourself, just move the rail over 50' and shorten the lane. It would work, if we use a "common sense" solution.

Thank you



### I-137-001

The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE, which avoids 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.

### I-137-002

Your suggestion regarding the NE 130th ramp is noted. See the conceptual design developed for the Preferred Alternative in Appendix F.



# Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Nikol Petersons

ADDRESS: 11716 3RD AVE NE

CITY: Seattle STATE: WA ZIP CODE: 98125

EMAIL ADDRESS: menestins1@yahoo.com

Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

## Comments

I-138-001

The significance of the Latvian Lutheran Church of Seattle to the Baltic Community ~~is~~ is undescrivable. The devastation between 3 cultures and the loss of their church is too much to bear. I really hope that Sound Transit provides a different approach to building the link rail from Northgate to Lynnwood rather than running through the church parking lot creating little to NO access. Please consider that you're not just demolishing a church but 3 baltic communities.

Latvia, Lithuania, Estonia!!!



### I-138-001

The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE, which avoids 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.



### Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Nikol Petersons

ADDRESS: 11716 3RD AVENUE

CITY: Seattle STATE: WA ZIP CODE: 98125

EMAIL ADDRESS: menestins4@yahoo.com

Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

#### Comments

I-139-001

In regards to the Latvian Luth. Cultural Center and Community center, having no access to the church/center would have a catastrophic effect on the Baltic Community. Where would we go as a whole to sustain our culture and language???

Having no access is not acceptable

thank you.

NIKOL



#### I-139-001

The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE, which avoids 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.



### Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Ravin Pierre + Polina Yurova

ADDRESS: \_\_\_\_\_

CITY: Lynnwood STATE: WA ZIP CODE: \_\_\_\_\_

EMAIL ADDRESS: \_\_\_\_\_

Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

### Comments

I-140-001

For Segment C alternative, I prefer C3.

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I-140-001

Thank you for your comment stating your preference for Alternative C3.

Aldis Raisters  
3936 NW 17<sup>th</sup> Ave  
Camas, WA 98607

Roger Iwata  
North Community Outreach Lead  
Sound Transit

August 24, 2013

Dear Mr. Iwata:

**Re: Sound Transit Link Light Rail system impacting the Seattle Latvian Church and Center at 11710 3rd Ave N.E., Seattle, WA 98125**

The purpose of this letter is to voice concerns over the plans for the Lynnwood Link Extension of the Sound Transit Link Light Rail system, which includes alignment along the east side of I-5, impacting private property owners and community groups.

I-141-001

The primary concern is the proposed extension and alignment onto the property of the Seattle Latvian Center, which could potentially limit or completely eliminate street access to the Center's parking lot, cutting off access by Center users and rendering it unusable. The church and center is a custom built and planned facility for the Seattle Latvian community which includes a church, full service kitchen, school rooms, library, and the main hall area which includes a stage. This structure is utilized by the Seattle Latvian, Estonian, and Lithuanian communities for religious functions, community events, family gatherings, birthdays, baptisms, confirmations, end of life ceremonies, and extended to the Seattle community through rental opportunities. Weekly usage of the center includes but is not limited to, church services, folk dance practices, choir rehearsals, Latvian school classes as well as other special interest groups.

The Seattle Latvian community is not only active within the city of Seattle, but also on a national and international level, most recently having taken part in the Latvian Song and Dance Festival in Riga, Latvia. Collectively, they have contributed to the culture of the city on a continuous basis at such events as the Folklife festival and the Baltic Rights of Spring performance at the Seattle Public Library. The American Latvian Association recently held their annual Congress meeting in Kent.

Having spent many years of my childhood at this center it is considered a second home and the growth place of my Latvian heritage. Many Saturdays were spent at the Latvian school learning about culture and language while my other friends watched Saturday cartoons. Sundays were the day for attending church and folk dance rehearsal, both which were and still are located at the center. I was baptized and confirmed at the center as were other Latvian community youth.

Loss of this center would be an irreparable setback for all involved communities. The current center was built after the first Seattle Latvian Center in Tacoma was claimed by Eminent Domain for an I-5 expansion project in the 1970s. The Latvian community would be hard pressed to repeat this relocation effort in the current economic, real estate climate.

The Link Light Rail system is a much needed improvement in the Seattle area and should be celebrated for connecting communities and improving Seattle's access to the areas many cultural, recreational, and business uses. This project should enhance, not threaten the existence of this sort of community center.

Please take the Seattle Latvian Center and Lutheran Church in to consideration as Sound Transit continues plans for its Lynnwood Link Extension and work with them to come to a solution that works for both parties.

Thank you,

Aldis Raisters

## I-141-001

The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE, which avoids 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.





### Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: ERIC RAISTERS

ADDRESS: 10507 64th Pl. W

CITY: MUKILTEO STATE: WA ZIP CODE: 98275

EMAIL ADDRESS: raisters@comcast.net

Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

### Comments

I-142-001

This comment is in regards to the Latvian Lutheran Church property. I am concerned that the headlights of the train, if the elevated option is chosen, will shine in the north & east facing windows during evening services. Since the trains will come every 4-10 minutes this means services will be disrupted 3-7 times. What are options to mitigate light "pollution" from the trains?



### I-142-001

Additional discussion of headlight impacts of light rail trains has been added to the Final EIS, Section 4.5. For the Latvian Evangelical Lutheran Church, the orientation of the route is roughly parallel to and approximately 50 feet from the nearest building and the focus of headlights on the rails will limit the potential for headlights to shine directly into church windows. In addition, noise walls are currently planned between the light rail line and the church; see Appendix G Figure G-17 for a photosimulation of the Preferred Alternative, looking from the church grounds.



# Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Mrs. Vija Rauda

ADDRESS: 1741 NE 105th St

CITY: Seattle STATE: WA ZIP CODE: 98125

EMAIL ADDRESS: \_\_\_\_\_

Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

## Comments

I-143-001

It is not acceptable to me that any part of Latvian Lutheran Church property is taken by Sound Transit. The church and community center was built in 1970-71 by volunteers and donated money (no taxpayer funds!) My father, Alfreds Pajarnis, was one of the volunteers - workers with 400+ hours. My sons were christened, went to Latvian School and danced in Treidenmitas <sup>They dance at Folklife Festival, Seattle library events, Nordic Museum</sup> for many years. Now their children are attending Latvian School and my niece is still dancing in Treidenmitas. I have been active in church but even more in Embroidery group for last 20 years. We meet on Monday and Saturday every other week. Our <sup>hand</sup> more support to the Latvian Center. I go to the Latvian Church Community every week for some activity.



### I-143-001

The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE, which avoids 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.

---

**From:** wyvonne ray <greenflowergoddess@comcast.net>  
**Sent:** Sunday, August 25, 2013 4:35 PM  
**To:** Iwata, Roger; Lynnwood Link DEIS  
**Cc:** Tami Johnson; sonia glenn  
**Subject:** Comments regarding August 20,2013 Northgate Community Meeting

Hello Mr. Roger Iwata,

My name is Wyvonne Ray. I live in the Northgate area and spoke with you at the Northgate Community Center August 20, 2013 to discuss the LLE project. My address is 12045 5th Avenue NE, Seattle Wa. 98125. During the discussion you mentioned that my home would be considered a "partial acquisition" versus a full acquisition.

- I-144-001** | I have the following concerns and would like your feed back addressing my concerns at your earliest convenience:
- I-144-001** | 1. A partial acquisition will not be an option due to the retaining wall being pushed-moved to close to my home, needing to remove my current garage structure and trees.
  - I-144-002** | 2. Increase noise and vibrations leading to Insomnia due to having the new LLE in place 24/7 in the Northgate area.
  - I-144-003** | 3. Devaluation of my current home and property. No one would be interested in buying a home this close to a light rail system. I would not be interested if I was a potential buyer.
  - I-144-004** | If you are interested in obtaining my home and property to complete the LLE, I would be open to discussing a "full acquisition" proposal.

Best Regards,

Wyvonne Ray  
12045 5th Ave NE  
Seattle WA 98125  
206-679-9138

1

### **I-144-001**

Thank you for your comment. Final determinations of the property needs for the project, including acquisitions (full or partial) and displacements, will be based on the project's final design after Sound Transit completes the EIS process, selects the alternative to be built, and develops final engineering and design plans. Sound Transit policy provides for a fair and equitable means of addressing real property impacts across its projects. Sound Transit is available to answer questions and provide additional information about the acquisition and relocation process, so please feel free to contact the Lynnwood Link Extension project outreach staff member, Roger Iwata at: [roger.iwata@soundtransit.org](mailto:roger.iwata@soundtransit.org).

### **I-144-002**

The noise analysis for the Lynnwood Link uses the FTA impact criteria and Sound Transit mitigates noise impacts to levels below this criteria. Sound Transit's policy is to mitigate moderate or severe impacts. Potential mitigation measures for noise are described in Section 4.7.7 of the Final EIS. Sound walls are planned for all alternatives in this area, either at-grade or elevated, as mitigation for the light rail impacts. Mitigation is also proposed to address vibration for your property, as discussed in the Noise and Vibration Technical Report, Chapter 5.

### **I-144-003**

Section 4.3.4 of the Draft EIS acknowledges that some studies have documented decreased property values, particularly along a light rail route rather than in the vicinity of a station. Other studies have shown increases in the value of some properties on or near rail alignments. Negative impacts on property values would most likely occur when the light rail project results in noise and visual impacts noticeably greater than what currently exists. At your property, the alignment would be in a retained cut, which would lessen the potential for visual impacts. Noise impacts would be mitigated as described above.

**I-144-004**

Your preference for a full acquisition proposal has been noted. Please see the Final EIS for the current proposed list of potentially affected properties. However, Sound Transit will not finalize which properties will be full or partial acquisitions until final design, which is after the environmental review process is complete and after Sound Transit has selected the alternative to be built. Please contact Sound Transit for further discussion of your property.



# Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Mike Reres

ADDRESS: 11735 12<sup>th</sup> Ave NE

CITY: Seattle STATE: WA ZIP CODE: 98125

EMAIL ADDRESS: mikereres@mail.com

Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

## Comments

I-145-001

I wish only to express my support for a station at 130<sup>th</sup> as defined by alternative the segment A alternatives A5, A7, A10, and A11. I believe that increasing access to the link light rail will make it more rider and neighborhood friendly. Thanks for bringing this kind of mass transit to Seattle!



### I-145-001

Thank you for your comment stating your preference to have a light rail transit station at NE 130th Street, as represented in Alternatives A5, A7, A10, and A11.

---

**From:** Sonja Olson Feuerborn <sonjafire@gmail.com>  
**Sent:** Friday, August 23, 2013 9:58 PM  
**To:** Lynnwood Link DEIS  
**Subject:** Support to save the Latvian Community Center

Hello,

I-146-001

I wanted to add my voice to urge you to consider alternate routes for the Sound Transit light rail Lynnwood extension that would preserve the Latvian Lutheran Church and community center. This building has been a part of my and my family's lives for decades, and has served as a link for Latvian Americans in Seattle and the entire West Coast. I went to church, Latvian Saturday school, and had my wedding reception in that building. My children now go to Latvian school in that building to preserve our family language and traditions and we often attend the church services. This building is so meaningful to so many people, and it continues to thrive and provide a space where a cultural group is able to keep family & cultural traditions alive. It is also a church, place of worship, and school. It also serves as an essential location that brings together Estonian and Lithuanian families who live in this area. My grandmother's generation, who came to this country in exile, worked SO HARD to build this building and community in order to preserve their traditions and language, and it is working. It would absolutely not be right to take that away.

I also absolutely love the fact that more public transportation is being built and certainly do not think this project should not happen, just that it needs to be done so that important cultural sites that have such meaning to such a large community are not impacted.

Thank you!

Sonja Olson  
Seattle, WA

### I-146-001

The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE, which avoids 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.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Michael / Wen-Mei Rhynard

ADDRESS: 20220 52nd Ave W

CITY: Lynnwood STATE: WA ZIP CODE: 98036

EMAIL ADDRESS: mrhynard@juno.com

Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

p.s. I (we) like C3 the best.

I-147-001

Comments

I-147-002

Where I live the address shows my house is (orange color) severe noise impact Requiring mitigation after the rail is finish and we find the noise is to high for us. I understand we might able to have extra insulation to help with the noise. But how about summer time. We have our windows open. deck sliding door open all the time during summer and other times. cause I like my house have air flow. that means insulation in summer while not help with the noise. Do you have other option for us? or we have to suffer with the noise during the summer time??  
Thank you for your time.

I-147-003

We I am not against the light rail. I believe will help with the traffic. and hope the environment around the transit will be more beautiful. Help us move and out more green.



I-147-001

Thank you for your comment stating your preference for Alternative C3.

I-147-002

The Preferred Alternative evaluated in the Final EIS is a modified version of Alternative C3, which would not be located near your residence. If Alternative C1 or C2 were constructed, there would be a noise wall along the entire elevated structure from I-5 to the Lynnwood Transit Center Station, so your residence would be protected from noise by noise walls.

I-147-003

Thank you for the support. Sound Transit appreciates your comments.

---

**From:** Valdis Riekstins <valdis\_riekstins@bd.com>  
**Sent:** Friday, August 23, 2013 2:41 PM  
**To:** Lynnwood Link DEIS  
**Subject:** PLEASE SAVE THE LATVIAN CENTER!  
**Attachments:** ST\_Expansion.pdf

August 23, 2013

**From:**  
Valdis J. Riekstins  
14513 NE 178<sup>th</sup> PL  
Woodinville, WA 98072  
(206) 313-4874  
[valdisr@gmail.com](mailto:valdisr@gmail.com)

**To:**  
Sound Transit  
Draft EIS Comments  
c/o Lauren Swift  
401 S. Jackson St.  
Seattle, WA 98104  
[LynnwoodLinkDEIS@soundtransit.org](mailto:LynnwoodLinkDEIS@soundtransit.org)

**Re:**  
PLEASE SAVE THE LATVIAN CENTER!!

Dear Sir or Madam:

**I-148-001**

I am writing today to express my concerns over the planned light rail extension to Lynnwood... specifically how this project is going to impact our community's church and cultural center next to I-5 near 117<sup>th</sup> and 3<sup>rd</sup>. This building is a HUB to our community – a landmark and monument to an immigrant community who designed, financed, and built it themselves, and it is imperative that it be allowed to continue its function as it is, where it is.

I am a member of the local Latvian-American community. I was born in Edmonds, WA. I represent the second generation of my family to be born outside of Latvia.

My grandparents were forced to flee Latvia during the Second World War when Soviet Russia invaded the Baltics for the second and final time of that conflict. Like so many in their generation, they fled to Germany to await paperwork to immigrate to a new land to seek a better life for their families.

### **I-148-001**

The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE, which avoids 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.



With little-to-nothing to their names they finally arrived in America and began to start a new life, from scratch. Through hard, honest work and an incredible community of other Latvians joining together, they not only survived but thrived, and in the 1950's the community purchased a church. Not 10 years later the city claimed this church as eminent domain, and our community again came together to start from scratch.

On a new piece of land the Latvian community together designed, financed, and constructed the Latvian Lutheran Evangelical Church and Community Center as we know it today. This building may be listed as a "church" in Sound Transit documentation... but it is so incredibly much more to the communities it serves.

This building is the HUB of not only the Latvian, but also the local Estonian and Lithuanian communities with reach as far away as Alaska, California, and well into central US and Canada. This building has been the home of the Seattle Latvian School for over 50 years... a school I myself attended as a child and where my children will be returning in September to continue their studies. This building has been the rehearsal and performance space for the local Latvian folkdance group "Trejdeksnitis" for just as long... a folkdance group where my parents met and fell in love, and also where my wife and I danced when we were younger. The Latvian Center acts as the official polling place for Latvian, Lithuanian, and Estonian elections to serve citizens of those countries who reside in our region. The Center also hosts countless academic society functions, weekly choir rehearsals, community weddings and celebrations, art exhibits, musical performances, plays... the list goes on and on. The presence of this center has also been instrumental in the establishment and perseverance of the Baltic Studies program at the University of Washington, and is a meeting place and home to many Baltic organizations with charitable missions both domestic and abroad.

And yes, it is also a church which offers services regularly in the native languages of Latvia, Lithuania, and Estonia. A church where my father and I both were confirmed, the church where I was christened, the church where I have seen countless friends and family wed, and the church where I've bid a final farewell to several others.

It is imperative that this building face minimal impact from the Sound Transit expansion to Lynnwood... both during construction and after completion. Elimination of the Latvian Center for Sound Transit expansion CAN NOT be considered in your construction plans. The loss to our communities would be completely devastating.

This building is priceless to our communities, and it just CAN NOT be replaced or substituted or adequately compensated for!

I implore the decision-makers at Sound Transit...

**PLEASE PRESERVE THE LATVIAN CENTER!**

Thank you for your time and consideration.

Sincerely,

2

Valdis J. Riekstins  
(206) 313-4874  
[valdisr@gmail.com](mailto:valdisr@gmail.com)

---

Valdis J. Riekstins  
Staff Electrical & Firmware Engineer



BD Cytopeia: Advanced Cytometry Group  
12730 28th Ave NE; Seattle, WA 98125 USA

Office: (206) 364-3400 x27; Fax: (206) 364-3460  
Mobile: (206) 313-4874 (emergency use only please)

Email: [Valdis\\_Riekstins@bd.com](mailto:Valdis_Riekstins@bd.com)  
Website: [www.BD.com](http://www.BD.com)



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\*\*\*\*\*  
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\*\*\*\*\*



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Valdis J. Riekstins

ADDRESS: 14513 NE 178th PL

CITY: Woodinville STATE: WA ZIP CODE: 98072

EMAIL ADDRESS: valdisr@gmail.com

Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-149-001

I am extremely concerned about the impact this ST extension project will have on the Latvian church & community center near 117th & 3rd.

This building is a living landmark to the community that designed, financed, and built this structure. It serves our community as so much more than just a house of religion. It is the HUB of our Baltic communities here in the Pacific NW.

Any impact the extension project will have on our center must be minimized!

over →



I-149-001

The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE, which avoids 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.



# Lynwood Link Extension

## Submit your comments by September 23, 2013

Your comments on the Draft EIS will help the Sound Transit Board identify a preferred alternative this fall and will be responded to in the Final EIS (expected in 2014).

**BY EMAIL:** [LynwoodLinkDEIS@soundtransit.org](mailto:LynwoodLinkDEIS@soundtransit.org)

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

I-149-001

PRESERVE OUR LATVIAN CENTER! IT IS PRICELESS TO OUR COMMUNITY — ITS ELIMINATION CAN NOT BE A CONSIDERATION IN YOUR EXPANSION PLANS!!



**TO SUBMIT YOUR COMMENT BY MAIL:**  
Fold this page and seal with tape, stamp and mail to address provided.

Thank you  
for your input!

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

PLACE  
STAMP  
HERE



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: John Rebenis

ADDRESS: 14502 25th Ave. SE

CITY: Mill Creek STATE: WA ZIP CODE: 98012

EMAIL ADDRESS: J.Rebenis@yahoo.com

Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

I-150-001

Comments

*I support Light Rail. I work for HMM on the U-Link project. I am Latvian. I helped build the Latvian church and Community Center. We lost our ~~the~~ first community center to City of Seattle for a park. This center is the cultural hub for the Baltic community. It is used by many people for various functions through out the year. I believe we are adaptable. We can live with change. We do not want to lose our gathering place. We do not want to lose our constant. Please make it happen.*



I-150-001

The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE, which avoids 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.

TO WHOM IT MAY CONCERN;

I-151-001

PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,



I-151-001

Thank you for your comment stating your preference for Alternative C1.

TO WHOM IT MAY CONCERN;

**I-152-001** | PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,

A handwritten signature in cursive script, appearing to read "C. M. Roberts".

**I-152-001**

Thank you for your comment stating a preference for Alternative C1.



## Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Pam & Ric Rozum

ADDRESS: 336 NE 148th St.

CITY: Shoreline STATE: WA ZIP CODE: 98155

EMAIL ADDRESS: prozum@comcast.net

Please sign me up for project email updates.

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

### Comments

I-153-001

Where our house is located, we are concerned that the value of our home will be greatly depreciated by either option 1 or option 2 of the station choice at NE 145th St. This same concern exists relative to the link line going through our neighborhood. Other concerns are

I-153-002

with a parking structure across the street, we would have more:  
 - cars in & out of the garage (in Option 1 directly across our driveway)  
 \* lights in our windows all the time  
 \* traffic (500-650 movements twice a day)  
 \* privacy  
 \* pedestrians increase  
 \* bicycles  
 \* exhaust emissions  
 \* litter  
 \* crime  
 \* security  
 \* homeless people

I-153-003

- noise from the station signals 20 hrs/day  
 - relocated ramp would move noise from accelerating traffic on on ramp

I'm sure we have many more concerns but our biggest is the devaluation of our property value



### I-153-001

As discussed in Section 4.3.4 of the Draft EIS, improved transit access along with other amenities such as street improvements, including sidewalks and landscaping can positively affect the convenience, visibility, and desirability of surrounding residential properties. Sound walls needed for the light rail project also have the potential to lower traffic noise from I-5 in the area. The discussion cites research showing that station areas can see increases in property values, but it also notes other factors such as general neighborhood conditions, overall market forces, and local government planning policies as also being important determiners of value. However, the Preferred Alternative features Alternative 3 Option 2 for the NE 145th Street Station parking garage, which would place the parking garage one block south of NE 148th Street.

### I-153-002

Sound Transit works with local jurisdictions during final design of stations and park-and-ride garages to integrate them into the surrounding neighborhood and alleviate/minimize their adverse impacts. As noted above, the project would include street and sidewalk improvements, landscaping, lighting, and other amenities. Visual effects are discussed in Section 4.5, with mitigation described in Section 4.5.6. The project features intersection and street improvements to help alleviate congestion, as discussed in Chapter 3, Section 3.2.4. The potential for safety and security impacts is addressed in Section 4.14 and emissions are addressed in Section 4.6, but no adverse impacts are anticipated. There would be increased activity in the station area, including pedestrians and bicyclists, but increased levels of activity can have a positive effect on safety and security. Sound Transit also would maintain the stations to be clean and sanitary, with active surveillance systems that include security personnel and coordination with local police, fire, and other emergency service providers.



**I-153-003**

The noise analysis for the Lynnwood Link uses the FTA impact criteria and Sound Transit mitigates noise impacts to levels below this criteria. Sound Transit's policy is to mitigate moderate or severe impacts. Potential mitigation measures for noise are described in Section 4.7.7 of the Final EIS.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Mike G Sanchez

ADDRESS: 18323 8ave NE

CITY: Shoreline STATE: WA ZIP CODE: 98155

EMAIL ADDRESS:

Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-154-001 at 185th the parking is not going to keep up with demand. I lived in Calif. and have seen the chaos around the stations with cars parked for blocks around on the once quiet residential streets. I feel my property

I-154-002 value will drop because of this parking with the homeowners being very unhappy with the cars flooding once quiet streets. Also my

I-154-003 backyard faces west and I don't really want to see trains going by every 10 minutes

I-154-004 will the city have to set up parking zones for residents or is street parking gone for us?



I-154-001

See Section 3.6.7 for mitigation measures to address the potential for spillover parking in neighborhoods.

I-154-002

Section 4.3.4 describes the potential effects of the project on property values. The discussion cites research showing that station areas can see increases in property values, but it also notes other factors such as general neighborhood conditions, overall market forces, and local government planning policies as also being important determiners of value. Improved transit access at the station, along with other amenities, such as street improvements, including sidewalks and landscaping, can positively affect the convenience, visibility, and desirability of surrounding residential properties. Noise walls needed for the light rail project also have the potential to lower traffic noise from I-5 in the area.

I-154-003

Sound Transit acknowledges your concern about seeing trains pass by your backyard. In this location, the alignment of the light rail is just east of I-5 some distance from your home. Also, there would be noise walls along this section of the alignment, which would shield the passing train from residences on the east side of the alignment.

Text has been added to Section 4.5 in the Final EIS describing the visual effects of trains passing periodically.

I-154-004

The City could consider parking zones or other measures as described in Section 3.6.7 of the Final EIS.



### Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Mike Scarpelli

ADDRESS: 1021 N.E. 187th St.

CITY: Shoreline STATE: WA ZIP CODE: 98155

EMAIL ADDRESS: \_\_\_\_\_

Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

### Comments

I-155-001

Proposal N.E. 185th St. Station - Option 1 appears to be the most efficient option because it has the least impact on the neighborhood while it meets the objectives of a 500 space parking garage and an at grade station which will reduce noise & sight impact. My family as well as a majority of our neighbors prefer the N.E. 185th St. Station - Option 1.  
Thank you.



### I-155-001

Thank you for your comment stating your preference for the Option 1 layout for the proposed light rail transit station at NE 185th Street.



# Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Robert D. Schmidt

ADDRESS: 18330 5th Ave NE

CITY: Shoreline STATE: WA ZIP CODE: 98151

EMAIL ADDRESS: \_\_\_\_\_

Please sign me up for project email updates

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## Comments

I-156-001

my vote is for overground rail  
not ground level - lived in this house for  
36 years - wife has "ms" house is handicap  
ready we need to stay - Thank you!



### I-156-001

Thank you for your comment stating a preference for elevated rail as opposed to ground-level. Sound Transit recognizes your concern for maintaining your current residential location, with its specific handicap renovations. The Final EIS identifies properties affected by potential acquisitions in Appendix I-4.1. Sound Transit policy provides for a fair and equitable means of addressing real property impacts across its projects, and this includes a commitment to provide replacement structures in a manner consistent with state and federal law. This policy has been successfully implemented on several of the Link lines already. While Sound Transit will endeavor to relocate displaced parties in the same neighborhood or area, the work is done in consultation with the displaced parties, who may or may not choose to stay in the same area. They will, however, be placed in structures that remain affordable to and compatible with them; this effort includes interviews with the affected parties to help determine affordability and compatibility, as well as compensation and assistance programs that meet individualized needs and ensures safe and sanitary structures.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Tan Scott

ADDRESS: 18809 10<sup>th</sup> Ave Nc

CITY: Shoreline STATE: WA ZIP CODE: 98155

EMAIL ADDRESS: inando999@gmail.com

Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-157-001

I am concerned about the parking lots around the proposed 185<sup>th</sup> St Station. I would prefer the SCC right-of-way remain a green space. Building a parking lot west of I-5 (option 1?) would create long range opportunities to build a LID over I-5 potentially reducing noise and increase opportunities for walkable space and unique neighborhoods character.

Please introduce neighborhood parking permits so local ~~res~~ residents can have a place to park on the street or receive guests.



I-157-001

Thank you for stating your preference for the garage site in 185th Street Station Option 1. The Preferred Alternative features a parking garage west of the station at NE 185th Street. See Section 3.6.7 for Sound Transit's proposed mitigation approach to address potential parking impacts on neighborhood streets.



# Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Luis Sobares

ADDRESS: 15619 1<sup>st</sup> Av. NE

CITY: Shoreline STATE: Wa ZIP CODE: 98155

EMAIL ADDRESS: lsobares@ac.com

Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

## Comments

I-158-001

I am not a technician, but I would take into account the impact on properties. One of the alternatives shown to me was to install station on 145<sup>th</sup>, my opinion is that this will minimize the impact.

But I appreciated the construction of something that we really need.



I-158-001

Thank you for your comment about the 145th Street Station, and for indicating your support for the project. Final determinations of the property needs for the project, including acquisitions and displacements, will be based on the project's final design after Sound Transit completes the EIS process, selects the alternative to be built, and develops final engineering and design plans. Minimization of acquisitions, displacements, and relocations is a priority for Sound Transit.



### Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Signid Strom

ADDRESS: 1404 N.E. 145th

CITY: Shoreline STATE: WA ZIP CODE: 98155

EMAIL ADDRESS: \_\_\_\_\_

Please sign me up for project email updates

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### Comments

I-159-001

Prefer 145th over 155th - worked on  
Shoreline subarea plan for 2 years, where  
we addressed issues of 145th - it  
needs to be addressed no matter what in  
terms of current issues - 155th is  
currently a stable residential area - why  
disrupt it!!?

also would have preferred 205th over  
mid-Mountlake Terrace station -  
just seems more sensible



### I-159-001

Thank you for your comment stating your preference in Segment A for a light rail transit station at NE 145th Street and not at NE 155th Street. The Mountlake Terrace Transit Center Station maximizes previous infrastructure investments that anticipated light rail serving the area.



# Lynwood Link Extension

## Submit your comments by September 23, 2013

Your comments on the Draft EIS will help the Sound Transit Board identify a preferred alternative this fall and will be responded to in the Final EIS (expected in 2014).

**BY EMAIL:** [LynwoodLinkDEIS@soundtransit.org](mailto:LynwoodLinkDEIS@soundtransit.org)

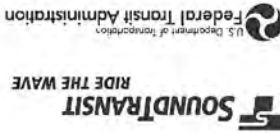
**BY MAIL:** Sound Transit  
Draft EIS Comments c/o Lauren Swift  
401 S. Jackson St., Seattle, WA 98104

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

PLACE  
STAMP  
HERE

**TO SUBMIT YOUR COMMENT BY MAIL:**  
Fold this page and seal with tape, stamp  
and mail to address provided.

Thank you  
for your input!







# Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Cathy Summer

ADDRESS: 18060 9<sup>th</sup> Ave NE

CITY: Shoreline STATE: WA ZIP CODE: 98155

EMAIL ADDRESS: summercat@comcast.net

Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

## Comments

I-160-001

I am very concerned about traffic and parking in the neighborhood during construction and after. 185<sup>th</sup> is busy enough now and will only get worse. More cars, more people - a big impact on the surrounding streets. Are we going the way of neighborhood parking stickers - zone parking - like in Seattle?



### I-160-001

Your comment regarding traffic and parking impact concerns is noted. Although special parking management strategies will be selected by local jurisdictions, Sound Transit identifies potential measures to mitigate potential parking impacts in neighborhoods in Section 3.6.7; measures could include neighborhood parking restrictions but would ultimately be decided through a city-managed process. For an updated assessment of operational traffic impacts and associated improvements, please see Section 3.2.4. See Section 3.3 for construction impacts, and 3.6.9 for construction period mitigation.



# Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: WILL THOMSEN

ADDRESS: \_\_\_\_\_

CITY: SNOWHOMISH STATE: WA ZIP CODE: 98290

EMAIL ADDRESS: WILL.THOMSEN@GMAIL.COM

Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

## Comments

RECENT GRADUATE FROM UO IN EUGENE.

EUGENE HAS WONDERFUL PUBLIC TRANSIT.

I-161-001

I MISS PUBLIC TRANSIT IN SNOWHOMISH/EVERTT/SEATTLE.

KEEP PUSHING NORTH WE NEED THE LIGHT RAIL.

I WILL ALWAYS USE PUBLIC TRANSIT IF IT IS

AN ALTERNATIVE TO DRIVING OR WALKING.



I-161-001

Thank you for your comments. Sound Transit appreciates your support.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Kara Transen

ADDRESS: 1603 NW 198th St

CITY: Shoreline STATE: WA ZIP CODE: 98177

EMAIL ADDRESS: KaraTransen@gmail.com

Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-162-001

Provide seperated bicycle lanes + cycle tracks  
better options for bike storage at transit centers  
and roads leading to the transit centers.



I-162-001

The Preferred Alternative has been developed with further details on bicycle lanes and related facilities; please see Chapter 2, Section 2.4 for more detail on these features for the Preferred Alternative and other alternatives.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: JAWELLE TURNER

ADDRESS:

CITY: SHORELINE STATE: ZIP CODE:

EMAIL ADDRESS: turnerj1900@hotmail.com

Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-163-001

MORE PARKING NEEDS TO BE AVAILABLE AT  
AT PARK-N-RIDES - PRESENT & FUTURE  
MOUNTLAKE TERRACE, LYNNWOOD, ASHWAY

MOST LOTS ARE FULL BY 8 30 AM



I-163-001

Thank you for your input. The alternatives under consideration provide additional parking for transit users compared to today. They were sized based on estimates of demand, which also account for an increased demand for travel using other modes to reach stations, including connecting transit. This also reflects Sound Transit Board direction, consistent with their adopted System Access Policy.



### Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: ANDRIS VIRSNIEKS

ADDRESS: 7111 KINDEN AVE N# 202

CITY: Seattle STATE: WA ZIP CODE: 98103

EMAIL ADDRESS: ANDRISVIRSNIEKS@YAHOO.COM

Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

### Comments

I-164-001

The habrian luthoran Church and Community Center has been a religious and cultural resource for well over fifty years. It must not be lost!



### I-164-001

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, which avoids 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.



# Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: EGILS VIRSNIEKS

ADDRESS: 5810 COWEN PL NE APT. 211

CITY: SEATTLE STATE: WA. ZIP CODE: 98105

EMAIL ADDRESS: lat.aguilas@yahoo.com

Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

## Comments

I-165-001

I HAVE BEEN A MEMBER OF THE LATVIAN COMMUNITY AND EVANGELICAL LUTHERAN CHURCH FOR FIFTY YEARS, AND HAVE BEEN ATTENDING CHURCH AND COMMUNITY EVENTS DURING THIS TIME AS I GROW OLDER THE NEED FOR OUR COMMUNITY AND CHURCH HAS INTENSIFIED, AS I HAVE COME TO RELY ON IT AS A WAY OF MAINTAINING MY CULTURAL AND SPIRITUAL TIES.

A LOSS OF THIS FACILITY SIMPLY WOULD BE A DEMORALIZING EVENT AND LEAVE A LARGE GAP IN MY SOCIAL LIFE. THIS SIMPLY IS UNACCEPTABLE



### I-165-001

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, which avoids 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). 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.



### Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Marisa Way Rogains

ADDRESS: 11535 Corliss Ave N

CITY: Seattle STATE: WA ZIP CODE: 98133

EMAIL ADDRESS: \_\_\_\_\_

Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

### Comments

I-166-001

~~After~~ During and after WWII Latvians were prevented from and prosecuted for celebrating their heritage, speaking their language and maintaining their national identity. For those Latvians that fled the country for "Departed Persons" refugee camps in Germany and later for countries such as the US that would accept them, preserving language and cultural heritage became very important. Continuing to do so remains important to us and we have to have a place to come together. The threat to our church/hall hits close to home and reactivates old fears around losing track of who we are. Eliminating our building or cutting off access is an unacceptable product of the Lynnwood Extension



### I-166-001

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 which avoids 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). 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.



### Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Marisa Way-Rogainis

ADDRESS: 11535 Corliss Ave N

CITY: Seattle STATE: WA ZIP CODE: 98133

EMAIL ADDRESS: marisa.wayrogainis@gmail.com

Please sign me up for project email updates

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### Comments

I-167-001

The Latvian Lutheran Evangelical Church and Community Center is ~~a~~ the center for Baltic activities in Seattle, Washington and the North West. It is also part of a larger network of Latvian Churches and Centers in the United States. We cannot function as a community without this facility. Elimination of the property is unacceptable and interference, during construction, with our cultural and religious activities would also be damaging to our community. Our cultural identity must be considered and respected as Sound Transit plans for the Lynnwood Link Extension.



### I-167-001

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, which avoids 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). 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.





Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: David C. WILLIAMSON

ADDRESS: 49100-200th Street Southwest Apt. E205

CITY: Lynnwood STATE: WA, ZIP CODE: 98036-6362

EMAIL ADDRESS: dcw481@yahoo.com

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- I-168-001 | Comments LYNNWOOD (C1, C2, C3) TO FINAL STATEMENT:  
ADD to Earthquake/Engineering Designs especially in wetlands
- I-168-002 | o Noise Issues especially on curves (plus wear & tear  
on the rails better solved by keeping line fairly STRAIGHT (C3)
- I-168-003 | o Wildlife Habitat - need less LOSS (C-3) Best
- I-168-004 | o Residences Loss (C-1) 77 units / (C-2) 3 units / (C-3) 0  
o Business Distocation (C-1) 33 / (C-2) 2 / (C-3) 1
- I-168-005 | o Photographs AT KEY LOCATIONS TO FINAL STATEMENT
- I-168-006 | o Tree Buffer for Noise IMPORTANT DESIGN  
PERSONAL: WALK THE ROUTE: PERSONAL KNOWLEDGE
- I-168-007 | DETAIL MAPS & DESIGN similar aerial overhead map  
displayed and ADD key land marks USE: Before & After  
ILLUSTRATIONS AT LOCATIONS
- I-168-008 | PREFER: C-3 Less Impact Residents, Business, Wildlife  
and Wear & Tear On Line. Besides I LIVE HERE! (C-1)



I-168-001

The Draft EIS and Final EIS include a summary of the geologic hazards that have been identified in the project areas. The project design will address identified geologic hazards (including hazards from wetland soils at Scriber Creek), and will include earthquake engineering in accordance with applicable building codes. The earthquake engineering includes evaluations of and design for ground shaking, liquefaction, lateral spread, liquefaction-induced settlement, and seismically-induced slope instability. See Section 4.11 of the Final EIS, and Appendix I-4.11 for further details.

I-168-002

The noise analysis for the Lynnwood Link Extension uses the FTA impact criteria and Sound Transit mitigates noise impacts to levels below this criteria. Wheel squeal only occurs on tight radius curves, not on a tangent track, like the ones along this segment of the corridor. For areas with tight radius curves, trackside lubrication will be used to mitigate wheel squeal. See Section 4.8 of the Final EIS for further details.

I-168-003

This project will abide by all applicable federal, state, and local environmental laws and regulations. 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.

I-168-004

Sound Transit notes your comments regarding potential acquisitions related to the alternatives in Segment C. Since the publication of the Draft EIS, Sound Transit has modified some of the alternatives and has

identified a Preferred Alternative, which has no residential displacements in Lynnwood but still displaces several businesses.

**I-168-005**

Photographs at key locations together with visual simulations of alternatives have been provided in Appendix G to the Draft EIS. These include 45 locations chosen to illustrate typical design features and impacts as well as specific features where potential visual impacts are high.

**I-168-006**

Foliage, if dense, can provide slight reductions in noise levels. The FTA and FHWA provides for up to a 3 dBA reduction in transportation noise for locations with at least 100 feet of dense foliage that contains leaves year around. Because of the varying foliage in the project area, no reduction for foliage will be used in the analysis. Also, a 3 dB reduction in noise level is barely perceptible to most people, so foliage in virtually all areas of this project corridor will have little overall effect on light rail nor traffic noise.

**I-168-007**

Appendix F provides conceptual designs with more detail/scale. The EIS maps are designed to assist readers in identifying areas with potential impacts; depending on the topic (i.e., neighborhoods or parks), more detail is shown.

**I-168-008**

Thank you for your comment stating your preference for Alternative C3.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Ken Winnick  
 ADDRESS: 15307 - 15<sup>th</sup> Ave NE #6  
 CITY: Shoreline STATE: WA ZIP CODE: 98155  
 EMAIL ADDRESS: kbwinnick@gmail.com  
 Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-169-001

~~Strongly~~ Strongly favor (130<sup>th</sup> + 155<sup>th</sup>) vs 145<sup>th</sup> station locations for the following reasons:

Benefits of 155 <sup>th</sup>	Negatives of 145 <sup>th</sup>
① Excellent tie-in with City of Shoreline development on 99 & 155 <sup>th</sup> - especially bike access from 99 to 155 ② A slower paced area but still close enough. Feeder bus would work very well - and the younger generation will be looking for feeder buses - not a parking space.	① 145 <sup>th</sup> is extremely busy thoroughway. No-one will ever walk or ride a bike on 145 <sup>th</sup> . Too much noise and pollution. Very ugly ② Gigantic traffic jams every single day at 145 <sup>th</sup> & I-5. Would kill feeder bus access.



I-169-001

Thank you for your comment stating your strong preference for a light rail transit station at NE 130th Street and NE 155th Street and the reasons why you support these stations over one at NE 145th Street.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Miu Sam Wong

ADDRESS: 111 N.E. 157<sup>th</sup> Street

CITY: Shoreline STATE: WA ZIP CODE: 98147

EMAIL ADDRESS: AHYUMIUVIC@Juno.com

Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-170-001 ① I want to be informed if NE 145<sup>th</sup> street or NE 155<sup>th</sup> street be selected as a station when a decision had make.

② How is the station be build? <sup>will it be</sup> ~~to~~ elevated or not?

I-170-002 ③ Do N.E. 157 Street has ~~some~~ sound wall or retainer wall built?



I-170-001

Thank you for your comment stating your interest in the construction of light rail transit stations at either NE 145th Street or NE 155th Street. Stations at both of these locations, including two layout options at NE 145th Street, would be elevated to go over either the northbound I-5 on-ramp or NE 155th Street. A final decision by the Sound Transit Board will be made following the publication of the Final EIS. Chapter 2 provides an overview of construction, but details of construction methods will depend on the final design and the contractor's approach.

I-170-002

Sound walls are planned for all alternatives in this area, either at-grade or elevated, as mitigation for the light rail impacts. In addition, any existing WSDOT noise walls removed as part of the project will be replaced.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Beth Wwley

ADDRESS: 4228-188<sup>th</sup> Pl. SW

CITY: Lynnwood STATE: WA ZIP CODE: 98036

EMAIL ADDRESS: \_\_\_\_\_

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Comments

I-171-001

I am looking forward to light rail extending from Lynnwood to Seattle - and north to Everett.

Understanding that some property owners will be impacted no matter which alternative is selected, C3 - the station closest to I-5 and with the least impact on the community resources/homes crossed by C1 & C2 - is my preference. Keeping the route as streamlined as possible makes the most sense to me.

Thank you for moving this forward, whatever the solution.



I-171-001

Thank you for your comment stating your overall support of the Lynnwood Link Extension project and the proposal to ultimately extend the light rail system to Everett. Sound Transit also thanks you for stating your preference for Alternative C3.



# Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: ANDY ZAMELIS

ADDRESS: LATVIAN LUTHERAN CHURCH

CITY: SEATTLE STATE: \_\_\_\_\_ ZIP CODE: 98125

EMAIL ADDRESS: azamelis@aol.com

Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

## Comments

I-172-001

WHEN THE ~~TR~~ AIRPORT TRAIN PASSES, IT MAKES  
A HIGH-PITCHED SOUND IN MY 2009 CAR RADIO.  
I AM CONCERNED ABOUT A SIMILAR SOUND  
OR OTHER INTERFERENCE  
IN OUR CHURCH SOUND SYSTEM OR OTHER  
ELECTRONIC EQUIPMENT ~~AND~~ SUCH AS WI-FI  
IN THE BUILDING.



### I-172-001

Some people have reported brief interference with their car radios as the light rail train passes, but this is not a common occurrence for light rail systems. WiFi interference would not be a problem because the frequencies are different.

August 23, 2013

TO: SOUND TRANSIT  
DRAFT EIS COMMENTS c/o LAUREN SWIFT  
401 SOUTH JACKSON STREET  
SEATTLE WA 98104

I-173-001

I attended the open house at Northgate Community Center August 21 and spoke on the Lynnwood Link Extension EIS.

I received a copy of the Summary DEIS which had some cost information in it after I spoke. The eight page handout at the sign-in desk had none.

I-173-002


Basically, my comments were that rail transit should not require a car to use and that stations should be at transit hubs and major destinations with minimum walking required—unlike the airport station which is as far away as possible from the terminal (on the far side of the parking garage).

Parking garages should be minimized, allocated to the highway budget not the rail budget. It looks like the garages cut the rail by 50%. Handicapped, young, elderly and poor need public transit. Tax dollars and debt should be used to make the system usable without a car.

I-173-003

See the CCC process that regional government was supposed to use coordinate all transportation and utility spending. The Bogue Plan of Seattle (1911) did that and the History of the Port of Seattle by Burke and Seattle Citizens Against Freeways by Tunks told how it was done since then. Excerpts from the two books are attached.

Hopefully the oil/asphalt/war conspiracy (HARPERS FEB. 1981) will be defeated so that we do not continue to use 4x our share of the planet's resources wasting 1/2 just commuting to work in major urban areas (that is why Senator Magnuson put Withdrawal and Substitution in DOT law—used by Oregon to get 18 miles of rail for 1/10 of what WA taxpayers will pay because our elected officials refused to allow a vote on it.

  
Barbara Zepeda  
308E Republican #708  
Seattle WA 98102  
206-324-8571

I-173-001

The public meeting handouts were intended as an overview of the project as were the displays. Sound Transit thanks you for taking the time to comment to the Draft EIS based on your receipt of the Summary Draft EIS.

I-173-002

The stations are planned to serve patrons using a variety of modes, with the majority of passengers expected to arrive by modes other than driving. However, the parking supplies considered reflect estimated demand and help park-and-ride spaces provide access to light rail for areas transitioning from suburban to urban densities. Sound Transit's System Access Policy is targeted to balance auto access needs, transit, and pedestrian and bicycles.

I-173-003

Your opinions are noted. Sound Transit remains committed to an open public process for project decisionmaking, and funding for the Lynnwood Link project was approved by voters in 2008.



The Port of Seattle's first Commissioners. From left, H.M. Chittenden, C.E. Remsberg and Robert Bridges.



Port Commissioners of 1976 pictured at a regular Commission meeting. From left, Jack Block, Henry L. Kotkins, Merle D. Adlum, Henry T. Simonson and Paul S. Friedlander.

HISTORY OF THE PORT OF SEATTLE BY PADRIC BURKE  
1976 PUBLISHED BY THE PORT OF SEATTLE, POBOX 1209, 98111



of King County would decide to create themselves into the Port of Seattle.<sup>30</sup>

Prior to this election there was an important matter that had to be decided—who would run for positions of commissioners. The Seattle Harbor Commission and the Seattle Commercial Club, as well as other parties that were sympathetic to the public port movement, realized that the utmost care had to be exercised in the selection of those men who would run as the Port's first commissioners.\* The special committee that Scott Calhoun was chairing for the Seattle Commercial Club, that had circulated petitions to put the Port of Seattle issue on the September ballot, acted as a screening committee for the selection of nominees to the Commission. As might be expected, those very groups that had worked so hard to defeat the public port legislation, i.e., the railroad and wharf interests, tried to place their own representatives on the ballot. Their strategy was apparent to almost everyone—they wanted to be certain that no port commission would carry out the mandate that the legislature had granted it, and put public interests ahead of private interest.<sup>31</sup>

Fortunately for the Port of Seattle, they failed, and generally the men that were nominated by the special committee of the Commercial Club and subsequently elected by the people of King County proved to be men of talent with a strong commitment to public service. The first man selected, and almost unanimously at that, was General Chittenden—the designer of the Lake Washington Canal. Chittenden, although paralyzed from the waist down proved to be almost tireless in his work for the Port in the brief years that were left to him. Chittenden was not only a brilliant engineer and an exceptionally learned man, but he also possessed a reputation throughout King County and most of the state for integrity and judgment—a reputation that was put to good advantage when the Port had to stand

\*Section Two of the Port District Act provided that any qualified voter could run for one of the three positions available after he had secured the signatures of 100 qualified voters on a nominating petition.

almost alone against occasionally hysterical critics throughout its first few years.

The second nominee that the Commercial Club put forward for one of the positions of Port Commissioner was by far the most controversial one, the former Populist Robert Bridges. Bridges had come to the U.S. from Ayershire, Scotland. It was in Scotland that he first experienced the inhuman working conditions that he was to campaign against the rest of his life. At the age of nine, according to Bridges' boast, he led his first strike when he headed a group of coal miners in a strike for better working conditions. When he arrived in King County in 1887, he went to work in the coal mines of south King County and became a union organizer. After working in the coal mines during the day, he taught himself how to read and write in the evenings and soon became an active force in various reform movements throughout the state.

Well-schooled in what the *Seattle Star* would call "The University of Hard Knocks," Bridges entered politics in 1896. In that year, after refusing a railroad pass and walking from Seattle to Ellensburg, he became the Fusion candidate for State Land Commissioner and was easily elected as the Populists swept the state. One of his first acts as Land Commissioner was to severely attack the Second Harbor Lines Commission for their giveaway of much of Seattle's valuable tidelands to the private dock and wharf owners.<sup>32</sup>

Looking more like a longshoreman than a port commissioner, Bridges stood six feet tall, with a great bony, broad face that seemed to wear a perpetual snarl, as it looked out from under a closely cropped head of hair that appeared to have been trimmed by an unsteady barber wielding a pair of hedge trimmers. The belligerent appearance of his looks was matched by an equally antagonistic personality and he never hesitated to attack what he termed simply "the interests" or the "kept press." He remained a controversial figure all his life. But even Bridges' enemies, who were numerous, gave him a certain grudging respect. Soon after Bridges was nominated by the screening committee, the *Town Crier*, the unofficial

organ of the Chamber of Commerce, anticipating Bridges' domination of the Port Commission, warned its readers that his election would undoubtedly destroy the "usefulness" of the Port Commission—a fateful prediction that was, to the *Town Crier's* horror, soon realized.<sup>33</sup>

The third nominee, C.E. Remsberg, was something of a mystery and a bit of a "wheeler-dealer." Nominally a Republican and chosen to balance the ticket between the supposedly neutral Chittenden and the Populist Bridges, Remsberg had come to Seattle shortly after the fire of 1889. Intending to only visit the city before returning to Virginia, he sensed that there were greater business opportunities in Seattle, and he decided to stay on. After investing two years' work in writing *The Revised Statutes and Codes of the State of Washington* and finding little demand for the book, he turned to real estate speculation in the northern part of the city. He had been a Justice of the Peace briefly from 1890-95, and was the manager of a small bank in the Fremont section of Seattle. He was, despite these ties, philosophically committed to the idea of municipal ownership and in some ways would prove himself as politically radical as Bridges.<sup>34</sup>

The actual decision by the voters of King County on September 5, 1911, to create a municipal corporation to be known as the Port of Seattle, was a fairly easy affair. The future Port had the support, in varying degrees of intensity, of every major newspaper in the city. The only groups that opposed it were the private dock and wharf owners. Even Colonel Blethen's *Seattle Times*, which tended to look on any mention of municipal ownership as something akin to a radical Wobblie plot, gave the proposal a limited degree of support. With such support the election proved to be a rather one-sided event and the Port of Seattle was created by a margin of more than three to one (13,771 to 4,538). The race for the three commissioner positions was equally one-sided, with Bridges, Chittenden and Remsberg easily defeating their opponents. But before the Port Commission could even begin to draw up a comprehensive plan

the opponents of municipal ownership were actively engaged in trying to reduce the Port to little more than a welfare agency for the private dock owners. Behind the Port were the long years of bitter struggle, while ahead of it lay, not a respite, but almost ceaseless controversy to maintain the very fabric of a public port.<sup>35</sup>

#### NOTES

<sup>1</sup>Norman H. Clark, *Mill Town: A Social History of Everett, Washington: Its Earliest Beginnings on the Shore of Puget Sound to the Tragic and Infamous Event Known as the Everett Massacre* (Seattle, 1970), pp. 28-29.

Edwin T. Coman, Jr. and Helen M. Gibbs, *Time, Tide and Timber: A Century of Pope and Talbot* (New York, 1949), pp. 77-79 and pp. 220-224.

<sup>2</sup>Clark, pp. 28-42.

<sup>3</sup>Morgan, pp. 166-170.

Clark, pp. 101-102.

<sup>4</sup>Nesbit, 247-48.

<sup>5</sup>Robert Donald Saltvig, *The Progressive Movement in Washington*, (unpublished Ph.D. Dissertation, University of Washington, 1966), p. 37.

<sup>6</sup>*Seattle Star*, Nov. 5, 1905.

<sup>7</sup>Biographical sketch drawn from *Cotterill Papers*, University of Washington Archives.

<sup>8</sup>Saltvig, p. 92.

<sup>9</sup>*Ibid.*, p. 93.

<sup>10</sup>*Ibid.*, p. 95.

<sup>11</sup>Saltvig, pp. 105-105.

<sup>12</sup>*Seattle Post-Intelligencer*, Jan. 1, 1895.

Hynding, p. 286.

<sup>13</sup>Hamilton Higday, "Notes Towards a History of the Port of Seattle," (unpublished and unnumbered Ms. c. 1920, primarily a collection of letters, in Northwest Collection of the University of Washington Library.

<sup>14</sup>Higday, Notes.

Robert Bridges *Scrapbooks*, Volume 4 (These scrapbooks, a collection of four volumes of unnumbered pages contain primarily newspaper articles covering the years 1890-1928. Unfortunately a number of the dates and origin of the articles are obscured in the collection.

<sup>15</sup>O'Connor and Gibbs, pp. 221-31.

<sup>16</sup>Bagley, p. 384.

Hynding, pp. 240-44.

*History and Advantages of the Canal and Harbor Improvement Project Now Being Executed by the Seattle and Lake Washington Waterway* (Seattle, 1902).

Nesbit, p. 404.

<sup>18</sup>Biographic sketch drawn in part from *The Hiram Chittenden Papers*, Washington Historical Library, Tacoma, Washington.

Higday, Notes.

<sup>19</sup>*Ibid.*

SEATTLE CITIZEN'S AGAINST FREEWAYS

318 Margaret Cary Tunks 1999  
LIBRARY OF CONGRESS  
96-30929 DISCUSSES: 84, DAVIS LEFFGORE  
ISBN 1-57502-387-3

vituperative spokesperson for the highway lobby, swallowing their orders without any attention to facts. The bill she signed merely changed the Department of Highways name to the Department of Transportation—the obsolete and useless department of transportation we still have. Her DOT law perpetuated the old, completely closed machinations in the Highway Department. It enlarged the highway commission from five to seven members, and the highway commission members were still figureheads, who merely nodded from time to time to acquiesce to the decisions that had already been made. The secretary was to be appointed by the governor from a list of three persons submitted by the commission, and the secretary was to have no term of office—unless forced out of the job by proof of wrongdoing.

The DOT perpetuated all of the old practices controlling spending. The department still would be funded with state highway trust funds that the State Constitution amendment limited to being used for ferry and road purposes only—so the transportation planning



ARE FIRST- ME, ME, ME-- ME!!  
CANT YOU SEE I'M STRIKING TO DEATH?  
UNRAVELLING: CAUTIONING THE SOCIAL THREATENMENT

processes could not be comprehensive and multimodal. The highway budget would continue to be used to coerce legislators to vote for bad bills at the threat of losing their highway projects; the highway budget bill would still be kept undercover until the end of the legislative session to prevent any worthwhile legislative review.

Part 4: Can Seattle Be Saved?

Now, in 1999, the highway lobby has a complete victory:

- The state of Washington still has no Department of Transportation—the electorate has no control over the spending of billions of dollars.
- The gas tax has been raised and raised.
- Referendum #49 was passed by 58% of the voters in the Washington State November 1998 election. It was a very clever move—all of the people who paid for state motor vehicle licenses were to get a \$30 cut in their motor vehicle taxes. The campaigners were able to conceal the fact that Referendum #49 made the state lose \$1.9 billion general funds (school funds, etc.) that were transferred to the state highway trust!

Seattle Saves Seattle?

Seattle will be saved only if the elected officials and the people of the city decide to save themselves—to pass this ordinance:

The city of Seattle hereby prohibits any additional capacity for motor vehicles in the city, except for a bus/rail transit ramp from I-90 at I-5 to the stadiums.

To quote Doug Kelbaugh: "Seattle must control the motor vehicles—the motor vehicles cannot control Seattle."

Can Seattle be saved? The saving of Seattle starts late, maybe too late. Seattle has suffered irreparable damage from the construction and use of the Big freeways into and through the city: Interstate 5 was supposed to be built east of Lake Washington, but political decisions were made for it to go through downtown Seattle—and the I-5 corridor bisected the two narrow peninsulas of the city, forced thousands of people out of their homes, created a noisy, polluted environment for those residents left within six blocks of the right-of-way and ramps, and made east/west travel difficult anywhere in the city. The construction of and traffic on the SR 520 bridge and highway have devastated the lovely fragile waterfront from Laurelhurst and the University on the north and the Alboerum, Montlake, Portage Bay and Komoike on the south. I-90