

Karlis Zommers
2847 13th Avenue W
Seattle, WA 98119
(206) 283-2974

August 22, 2013

To Whom It May Concern at Sound Transit:

I-174-001

The Seattle Latvian Center and Church have been a part of my life, literally, as long as I can remember. I am very concerned about the impact that light rail will have on the Center.

Starting as a very young child I attended Latvian School every Saturday. I started early because my Mom volunteered as a teacher at the school. My two brothers and cousins also went to Latvian School. Now, my older brother's kids have already gone through Latvian School. And, my younger brother's kids are currently enrolled. Seattle Latvian School is still thriving!

The Church has served as the foundation of many of my life's most important events. I happened to be born just before the church was built so I was christened at an interim church (after the City of Seattle forced the Latvian Community out of their original location in Wallingford). Over the years I have attended many christenings and wedding and, unfortunately, funerals. My brothers and I were all confirmed at the Church. This past May, in front of all of our friends and family, my wife and I were married at the Latvian Church.



May 5, 2013

The Latvian fraternities use Latvian Center for meetings and events. The center provides plenty of space and a central location where members from throughout the Pacific Northwest can gather. As a member of a Latvian fraternity I am occasionally called upon to serve in an honor guard when another member passes away. That is one of the traditions we use to show respect.

I-174-001

Thank you for your comments describing the cultural importance of the Latvian Evangelical Lutheran Church. Since the publication of the Draft EIS, Sound Transit has revisited the alternatives in Segment A and modified them so that none of them would result in the displacement of the Seattle Latvian Center and Church. Please see the Final EIS for a description of the updated Segment A alternatives in Chapter 2 and revised text on the potential impacts to the Seattle Latvian Center and Church in Chapter 4.

I-174-001

Latvians honor their dead. You can see that if you stop by the Latvian Cemetery at Evergreen Washelli. Like many of my friends and family, we regularly stop by the cemetery to tend to the graves. It's in our DNA. It doesn't matter what time I stop by, weekday or weekend, more often than not I will see another Latvian at the cemetery there doing the same thing. Even if we're not leaving flowers, we're there to clean the headstones, pull weeds, or whatever needs to be done. I would think we have the best-kept part of the cemetery! I need to point out the close proximity of the Latvian Center to the Latvian Cemetery at Evergreen Washelli. All four of my grandparents are buried there.

We have less serious fun at the Latvian Center, too. Coming up on September 7 will be the annual golf tournament. After taking over the Jackson golf course for a day, we head back to the Center for steaks and tall stories about golf. People fly in from out of town for this event. The evening ends with the crowd gathering to sing songs. That may sound corny if you haven't been raised that way.

The Latvian Center is a crucial cultural hub for many families like mine in Washington State. I hope that Sound Transit can figure out a way to proceed with their expansion to Lynwood without destroying such an amazing place.

Thank you.

A handwritten signature in black ink, appearing to read 'Karlis Zommers', with a long horizontal flourish extending to the right.

Karlis Zommers

From: J Altman <jaltman8@comcast.net>
Sent: Thursday, August 29, 2013 8:19 PM
To: Lynnwood Link DEIS
Cc: altman jeff
Subject: east-west traffic near stations

I-175-001

Hi -- If stations are built at either N. 155th St. or at N. 185th St. in Shoreline, the construction process and ultimate layout of the station areas must take into account the important function of these two east-west corridors. As is well known, east-west traffic flow is more difficult because of the lack of corridors vs. north-south traffic flow. Currently, for the cities of Shoreline and Lake Forest Park, the most expeditious traffic flow is on N. 155th St. and N. 185th St. This is because flow on N. 145th St. and SR 104 is hampered by traffic density and numerous traffic signals at their I-5 interchanges.

So, if stations are built at either N. 155th St. and/or N. 185th St., make sure that east-west traffic flow for pedestrians, bicyclists and vehicles is as little impeded as possible during both construction and subsequent light rail operation. Such mitigation measures as double-left turn lanes and sequentially timed traffic signals should be included.

Thanks for listening!

jeff altman
18474 40th Pl. NE
Lake Forest Park, WA 98155
206/364-2180

I-175-001

The EIS includes an evaluation of how station sites and their construction activities would affect east-west alternatives. The project's detailed construction management plans will maintain effective east-west access and accommodate bicycle and pedestrian traffic as well. See Chapter 3 for more detail on traffic impacts and Section 3.6 for potential mitigation. Appendix H also shows conceptual plans for the Preferred Alternative, which includes further detail on some of the street improvements featured in the Preferred Alternative to maintain effective traffic operations.

From: Gavin Howell <oregavin@yahoo.com>
Sent: Tuesday, September 03, 2013 10:47 AM
To: Lynnwood Link DEIS
Subject: Lynnwood link comment

Name: Gavin Howell
Address: 23811 45th Pl W, Mountlake Terrace, WA 98043

I-176-001

Of the B segment alternatives that I've looked at, my wife and I both prefer the B2A alternative. It would be optimal to have the rail station be in the parking lot of the transit center rather than the freeway median. Ridership would be higher, and it would also leave the current freeway bus station open during a lengthy construction period.

We like the idea of having 2 Mountlake Terrace stations in place. The parking at the current MLT Park and Ride can be a nightmare during the middle of the week, especially during fall and winter months while UW is in session. Sometimes the lot is full by 9am and doesn't have vacant spots until early afternoon. Having an additional station at 220th would relieve pressure on an already overstressed Mountlake Terrace Transit Center.

Our second preferred option is B1, which has a lower environmental impact than B2A and is more affordable.

Lastly, if alternative B4 is NOT chosen, I'd love to know what would happen to the current freeway station. After all that time and money putting that quality station in place, it would be a shame to scrap it entirely. Hopefully it could be put to some valuable use.

I-176-001

Thank you for your comment stating your preference for Alternative B2A with the second Mountlake Terrace light rail transit station at 220th Street SW and your second choice support for Alternative B1. The continued use of the Mountlake Terrace freeway station is not a Sound Transit decision. The agency will coordinate with the bus transit agencies to realign bus services to serve the new light rail transit station. Sound Transit is also participating with others in planning for potential options for the existing freeway station, although this depends on the decisions about the light rail project to be built.

From: haleiwa311 . <haleiwa311@gmail.com>
Sent: Thursday, September 05, 2013 11:40 AM
To: Lynnwood Link DEIS
Subject: Latvian Center Sound Transit EIS

Comments;

- I-177-001** | 1. The Latvian Lutheran Church and Latvian Center are linked as a cultural resource for Latvians and other Baltic Countries sharing a cultural heritage marked historically by repression and oppression felt by the older members who fled in 1944 and then spent years in displaced person camps in Germany prior to immigration to the USA and other countries. This center and church is their only meeting place and has been for nearly 40 years. The Church and Center are inseparable and the Sound Transit link proposed will destroy this resource regardless of which alternative is chosen. Insufficient discussion of this issue in the EIS.
- I-177-002** | 2. This project should be a design-bid-build project which will allow more time and more public input as time goes on.
- I-177-003** | 3. This project impact should require a Full EIS to adequately address alternatives that will not impact the Latvian Church and Center.
- I-177-004** | 4. An engineering assessment should be included in EIS to assure that the project will not affect the Church or Center with excessive noise and vibration from the proposed route and and trains.
- I-177-005** | 5. It may not be possible to provide adequate financial or other mitigation due to the necessary encroachment on the property by this project. To relocate the Center from the Church is the equivalent of separating a child and its parents.
- I-177-006** | 6. Reconsideration of an alternate route or project bypassing entirely the Latvian Church and Center is the only proper way to save this cultural heritage gathering place from destruction.

Thank you,

David C. Johnson, J.D.
8168 Cultus Bay Rd.
Clinton, WA 98236

I-177-001

Thank you for your comments describing the cultural importance of the Latvian Evangelical Lutheran Church.

I-177-002

Sound Transit acknowledges your comment stating your preference for design-bid-build procurement method for construction of the Lynnwood Link Extension project. A final decision on this issue may be expected soon after Sound Transit makes a final decision on the selected alternative following the publication of the Final EIS. Irrespective of the method of procurement, Sound Transit will continue to conduct community outreach activities.

I-177-003

Since the publication of the Lynnwood Link Extension Draft EIS in June 2013, additional engineering was undertaken to reduce adverse effects on the Latvian Evangelical Lutheran Church property and facilities. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall (also called the cultural center). Access to the property and its functions will be maintained, but involve a street realignment.

I-177-004

A detailed Noise and Vibration Technical Report was prepared in support of the EIS to assess potential noise and vibration impacts on the Church and other projects. Since publication of the Draft EIS in June 2013, additional engineering has been undertaken to refine the Segment A alternatives and avoid or further minimize adverse effects on the Church. With the engineering design refinements to the Segment A alternatives, additional updated noise and vibration analysis was conducted to re-assess potential noise and vibration impacts on the Church. See Section 4.7 in the Final EIS and the technical report

included with the Final EIS. If noise and/or vibration impacts are predicted, Sound Transit has identified mitigation.

I-177-005

The Final EIS describes the results of 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 edge of 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 describing the refined alternatives for Segment A; Section 4.1 describing the acquisition impacts; Section 4.4 describing impacts to community facilities and neighborhoods. In addition, Appendix F presents revised conceptual engineering plans for the refined Segment A alternatives; Appendix I-4.1 contains detailed maps and tables concerning acquisition, displacement, and relocation requirements for each Segment A alternative, and Appendix G has visual simulations. As noted in Section 4.1, any acquisition of property, including portions of a property, would require fair compensation to the property owner in accordance with Sound Transit policy and federal and state law.

I-177-006

Thank you for your comment stating your preference that an alternate Segment A route for the proposed Lynnwood Link Extension project that would entirely bypass the Latvian Evangelical Lutheran Church. As noted above, a design modification to maintain access avoids the potential for displacing the church.

I-178-001

Thank you for your comment stating your preference of Alternative C3 because of reduced impacts to parklands.

From: Garry Kampen <kampen@comcast.net>
Sent: Tuesday, September 03, 2013 3:43 PM
To: Lynnwood Link DEIS
Subject: Rail routes C1-C3

I-178-001 | After reviewing the DEIS, I'm convinced that route C3 is the best. It connects directly to the Park-and-Ride & adjoins the Transit Center. **Most important:** It does not destroy valuable and irreplaceable park space and green space. Light rail should serve the cities it connects, and not destroy their livability.
Dr. Garry Kampen

From: llockeman@yahoo.com
Sent: Thursday, September 05, 2013 2:31 PM
To: Lynnwood Link DEIS
Subject: Comment c/o Lauren Swift

I-179-001

I strongly favor alternative C-3 which is the only alternative that doesn't unbelievably take a wetland set-aside bought with conservation futures based on its resource value to the region of a perpetual nature.

One would think such a flaunting of condemnation procedures would be challenged up to the Supreme Court for affecting an in-perpetuity easement for the public good.

Public set-asides particularly close to urban centers are of high value to the population in addition to their importance for the good of the planet.

If option C-3 is the one passing close to hotels, a station stop should be designed to accommodate hotel customers to use transit to arrive and conduct business or travel to recreational opportunities.

I would like to be added to the mailing list for information pertaining to this decision.

George Lockeman, 2430 81st Pl SE, Everett, WA 98203 Sent from my Verizon Wireless BlackBerry

I-179-001

Thank you for your comment stating your strong preference for Alternative C3 due to reduced impacts to the nearby wetlands and avoidance of direct impacts to Scriber Creek Park. Thank you for your suggestion that easy access to the light rail transit station should be provided to nearby hotels. The Preferred Alternative includes pathways as well as street and sidewalk improvements to improve connectivity in the area.

From: Michael Manderscheid <mbmander@gmail.com>
Sent: Monday, September 02, 2013 7:30 PM
To: Lynnwood Link DEIS
Subject: Lynnwood Light Rail DEIS

I-180-001 | I support a light rail station at NE 130th Street. It will be useful for trips from Lynnwood to Lake City and also to parts of SR99, assuming reasonably good bus connections. I actually would occasionally use a light rail stop at 130th to get to Krispy Kreme on SR99 before work, and to Lake City Gyros after work; these are just two examples of the many new connections that would open up.

Options A7 and A11 seem too expensive, so I would support A5 or A10.

I-180-002 | Extending light rail to an Alderwood Mall station as soon as possible is very important, although I realize this is beyond the scope of Options C1/C2/C3.

Mike Manderscheid
Lynnwood

I-180-001

Thank you for your comment stating your support for a light rail transit station at NE 130th Street and Alternatives A5 and A10. Regarding bus service at the new light rail transit stations, changes to bus services will be considered by Sound Transit, King County Metro, and Community Transit as the project approaches operation. Initial plans used in the EIS analysis anticipate improved east-west connections to the station areas with connections to other north-south corridors.

I-180-002

Thank you for your support of Sound Transit's light rail extension program and your particular interest in a future light rail station at the Alderwood Mall to the north along the I-5 corridor.

I-181-001

Thank you for your comment stating your Segment A Alternative preferences.

From: Dave Ness <dave@prayingforamerica.org>
Sent: Monday, September 02, 2013 10:02 AM
To: Lynnwood Link DEIS
Subject: Comments on Lynnwood Link Extension

Hello,

I attended one of the public hearing meetings, considered the different proposals for the A segment of the extension, and would like to give you my preferences for this project.

My first choices would be either A1 or A3---both are fine with me.

If the decision is made to put a station at 130th, my preference would be Option A7.

Thank you. I thought you did an excellent job of presenting all the possible information needed, and did a gracious and professional job of dealing with all the questions and comments.

Pastor Dave Ness
North Seattle Church of the Nazarene
13130 5th Ave. NE
Seattle, WA 98125

I-181-001

From: Allison Ostrer <aostrer@hotmail.com>
Sent: Tuesday, September 03, 2013 10:10 AM
To: Lynnwood Link DEIS
Cc: savescrubercreekpark@yahoo.com
Subject: Don't destroy the creek!

I-182-001 | I oppose destroying Scriber Creek for the light rail. I DO support light rail and want to see it extended, but it should go through already developed properties, not a preserved wetland.

Sincerely,
Allison Ostrer
Seattle, WA

I-182-001

Thank you for your comment. This project will abide by all applicable federal, state, and local environmental laws and regulations protecting wetlands. 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.

From: Kyle Phillips <kylejphillips@gmail.com>
Sent: Friday, September 06, 2013 8:58 AM
To: Lynnwood Link DEIS
Subject: Lynnwood Link Extension DEIS Comments

September 6, 2013

To whom it may concern:

I am a resident of the Ridgcrest neighborhood in Shoreline, Washington and live near the intersection of NE 148th and 6th Ave NE. As such, I will focus my comments on the light rail impacts to that immediate area.

I look forward to having Sound Transit Link Light Rail service extended to the area and hope the future station will be thoughtfully designed to complement the existing character of the quiet residential neighborhoods nearby.

Below are a few of my observations on information provided in the Draft Environmental Impact Statement:

1. Preferred Alternative Segment A:

I-183-001

a). A1: At-grade/elevated to NE 145th and NE 185th east side stations.

I-183-002

b). Referencing the DEIS Appendices Figure G-34 and G-35 Viewpoint 10: Less elevated tracks along Jackson Park golf course indicated in Figure G-34 are more consistent with scale of surroundings, especially when compared to figure G-35. Same is true when comparing DEIS Appendix Figures G-31 and G-32 Viewpoint 9.

I-183-003

c). Minimize disruption to current tree canopy/ forested character/ Thornton Creek wetland zone at east side of I-5 as experienced when driving north past 130th towards Shoreline. Currently appears as a transition from the less forested areas south of 130th to much more densely forested zone- this character should be maintained as much as possible.

I-183-004

d). Current Northbound 145th street off-ramp/ 5th Ave NE interchange creates a dangerous weaving traffic pattern. Elevated light rail and parking garage at 145th will only increase the congestion at this interchange. Any solution will require major improvement to the traffic flow through the intersection. 5th Ave NE is also the only reasonable access from the Ridgcrest neighborhood to Northgate, so maintaining this local access route is critical.

I-183-005

e). Major improvements needed to pedestrian and bicycle infrastructure in the area to improve safety of station users traveling to and from the station, especially along 145th and along 5th Ave NE (South of 145th).

2. NE 145th Station Layout comments:

a). Station Layout Option 1 (Preferred)

-Seems to maintain existing traffic flow at 145th while filtering new congestion created by Park and Ride Garage users.

-Maintain existing 20' +/- swath of mature trees along 5th Avenue NE at current Park and Ride entrance!! Consider a more compact parking structure with additional level (similar to Option 2) to accommodate this. Would preserve tree canopy character entering into Ridgcrest neighborhood and provide a

I-183-001

Thank you for your comment noting that the lower elevation alternatives are more visually consistent with the surrounding area.

I-183-002

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 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.

Sound Transit will also abide by the tree replacement policies of WSDOT and local ordinances.

I-183-003

Mitigation measures for increased traffic congestion as a result of the station at 145th will be included as part of the project. 5th Avenue NE access will be maintained similar to today. Please see potential mitigation included in Chapter 3 and Mitigation Plan.

I-183-004

The Preferred Alternative's NE 145th Street Station includes improved sidewalks and bike lanes along 5th Avenue NE and portions of NE 145th Street; please see Section 2.4 for other standard elements of the stations.

I-183-005

Your comments stating your preferences for the two layout options for the NE 145th Street Station are noted. The Preferred Alternative has updated the design based on Option 2.

I-183-005

natural visual/acoustic buffer to the parking garage. There is an especially nice grove of mature trees in and around the current park and ride at the east and north edges.

-Plaza landscaping at corner of NE145th should reflect character of entering a residential neighborhood. Natural vegetation, rain gardens, pedestrian scale all important. Appreciate possibility of detention pond indicated in Option 2 working as a rain garden/place marker/white noise buffer to the freeway noise. Work with City of Shoreline on goals for this plaza.

-Existing northbound on-ramp location creates hazard for pedestrians heading to/from the Park and Ride from cars turning onto the ramp. This hazard will only increase with increased pedestrian and vehicle activity in the area. Crosswalk should be well marked and signed. Consider eliminating Bus flyer off ramp to reduce width that pedestrians must cross and to reduce undue traffic complexity.

-Scale of retaining walls at plaza seems excessive- consider gradually transitioning landscape to mimic flowing landscape that currently exists.

-Provide acoustical separation at platform level so that noise from freeway is not overwhelming while waiting for train. Current freeway bus flyer stops are extremely unpleasant to stand at- would hope to avoid the same downfall with the light rail stations.

b). Station Layout Option 2-

-Seems to create a more compact/clearly defined Station Area with the northbound onramp at the north edge of the station zone. Concern is that it may only exacerbate the current congestion at the intersection. Park and Ride exit location would appear to cause additional congestion at peak hours.

-I like how this layout has more presence along NE 145th as a beacon- it may help reduce perceived distance for residential commuters living across 145th west of I-5.

-Like how it pulls the station to the edge of the Ridgecrest neighborhood for fewer potential noise/visual conflicts. Maintains residential buffer at NE 148th street- trees should be preserved in this zone if possible.

c) General Comments about 145th station-

I-183-006

- Hope that Sound Transit station design team would work closely with the adjacent neighborhoods (especially Ridgecrest and Parkwood) during the design phase to create a welcoming, appropriately scaled, thoughtfully designed station and parking garage that fits with the neighborhood character.

Thank you for your time in considering my comments.
I am looking forward to a consistently reliable form of public transit for the region!

Sincerely,

Kyle Phillips

206-282-2488
kylejphillips@gmail.com

I-183-006

The Sound Transit Design Team is committed to working with local jurisdictions and neighborhoods in designing functional and attractive facilities that are as consistent as possible with neighborhood scale and character. The Section 4.5.6 of the Final EIS includes additional discussion of potential mitigation measures for station and parking garage visual impacts.

I-184-001

Sound Transit has identified potential cut-through traffic as a potential impact for station area neighborhoods, and identifies mitigation in Section 3.65, which describes measures that could be developed in coordination with the local jurisdiction.

From: karen summers <klsomm@hotmail.com>
Sent: Friday, August 30, 2013 7:52 AM
To: Lynnwood Link DEIS
Subject: Lynnwood Link Extension in Shoreline

Hello,

I was unable to attend the recent meeting you had at the Shoreline Center due to working. My husband attended and brought home materials which I've read through.

I-184-001

I have one question/comment. We live on 188th St. between 10th Avenue and 15th Avenue NE. I see this street as one of the routes people will use to get to the parking area/garage for the light rail. Our street has no side walks. It has a hill and a curve on it. It is posted currently with a 25 mph speed limit which is way too fast to be going around a blind curve in a residential area. We already have difficulty getting out of our garage and drive during the "rush hour"

times. We have children who use the street, and elderly people crossing to get their mail. Some people drive irresponsibly through this hill and curve area.

If we are to have increased traffic, then we need speed bumps - not humps but actual bumps. Posting signs won't do anything to change behavior.

My husband told me that the person he talked to at the meeting said that Perkins Way will be the main route to the light rail. How will this be enforced? Our street would be the quicker cut through from Lake Forest park area and areas north of 15th.

As a driver I know that I don't always follow "arterial" signs, or signs saying "To _____" if I know a quicker way to get there or a way that has less traffic on it. I would suspect I'm not the only one to do this.

I would appreciate more details in future meetings about who is determining this traffic pattern, EXACTLY how it will be marked and enforced. And I want to talk about major deterrents to using other routes.

Thank you for your work on this. I hope to be at the next meeting - work permitting.

Karen Summers

From: Sharla Unruh <sunruh76@comcast.net>
Sent: Wednesday, September 04, 2013 3:54 PM
To: Lynnwood Link DEIS
Subject: Scriber creek park

I-185-001

My husband, Ryan, and I believe that the citizens of Lynnwood would be better served if the third alternative (C-3) were to be chosen which affects six to twenty properties, eliminates one business and runs along I5 at the cost of \$340 million.

Fewer people would be displaced and the park which was funded by a group (Conservation Futures) who designated it for conservation would be retained for thousands of people. People from outside the city of Lynnwood use the park as well. We have enjoyed the park a few times a year for over twenty years and would really miss it.

We think those two reasons alone make the C-3 decision the only correct one.

Thanks,
Ryan & Sharla Unruh
14525 81st Ave NE
Kenmore, Wa 98028

I-185-001

Thank you for your comment stating your preference for Alternative C3 due to fewer displacements and impacts to Scriber Creek Park. Alternative modified C3 is the Preferred Alternative, which avoids the park property.

I-186-001

Your preference for Alternative C3 due to its avoidance of Scriber Creek Park is noted. Modified C3 is the Preferred Alternative, which avoids Scriber Creek Park.

From: Shelley Weyer <sweyer1@gmail.com>
Sent: Thursday, September 05, 2013 9:34 PM
To: Lynnwood Link DEIS
Subject: Comment

I-186-001

Please consider the C-3 plan for the new light rail to Lynnwood. This is the most honorable choice since you will not be destroying a conservation park.

Sound Transit has made some very foolish choices with their planning in recent years. If you want the voters to continue to fund ST then it is highly suggested you pay attention to the voting public. They could underfund ST by voting against any new money's that are requested.

Please take the high road and leave the conservation park option alone.

Thank you,

Shelley Weyer
Everett, WA

From: Wirta, Mari
Sent: Tuesday, September 03, 2013 9:43 AM
To: lindaatsea@yahoo.com
Cc: Lynnwood Link DEIS
Subject: RE: Lynnwood Link
Attachments: 130807MariWirtaFollowupToLindaWillemarck-LynnwoodLinkInput.pdf;
130715MariWirtaResponseToLindaWillemarck-LynnwoodLinkAlternativePreferen....pdf

Good morning Ms. Willemarck,

Just a quick note to let you know that I have forwarded your most recent comments to lynnwoodlinkdeis@soundtransit.org to ensure they are included in the official record of DEIS comments. Your message will be taken into consideration as the Board identifies a preferred alternative later this year.

Regards,

Mari Wirta | Correspondence Management Coordinator
Sound Transit | Union Station | 401 S Jackson Street | Seattle, WA 98104
mari.wirta@soundtransit.org | www.soundtransit.org

From: Linda At Sea [<mailto:lindaatsea@yahoo.com>]
Sent: Monday, September 02, 2013 2:05 PM
Subject: Lynnwood Link

My name is Linda Willemarck. I live at 4900 200th St SW in Lynnwood. Since learning about the Sound Transit's Alternatives for the Lynnwood Link, a mere 3 months ago, I have spent a great deal of time trying to understand what properties are involved and what impacts it will have.

I-187-001

As you know, both the C1 and C2 Alternatives would be going down 52nd Ave West/Cedar Valley Road. In my research I found a very compelling document that really puts into perspective the importance of this area. The document reads, quote "...an established single family neighborhood containing hundreds of affordable homes and is in close proximity to several affordable housing apartments and condominium complexes, all of which would be adversely impacted by light, noise, property values, and other impacts ..."

"directly impacts hundreds of affordable homes when there are other sites available, raises social justice issues..."

"...located adjacent to significant city recreational resources of Scriber Creek and associated wetlands, and the city's Scriber Creek Park, that provide places to experience nature in close proximity to Lynnwood's City Center and regional Interurban Trail, both of which would be negatively impacted..."

I-187-001

Thank you for your comment expressing concerns about the adverse effects of Alternatives C1 and C2, including citations from the City of Lynnwood Resolution #2012-07 requesting elimination of routes along 52nd Avenue W and Cedar Valley Road from further consideration.

While the alternatives are evaluated in the Final EIS, they are not the Preferred Alternative. Section 4.4 of the Final EIS includes a detailed analysis of potential impacts to the 52nd Avenue West area, and it also summarizes the Environmental Justice analysis contained in Appendix C. The analysis does not identify impacts at the levels the City's resolution describes.

In November 2013, the Sound Transit Board identified a Preferred Alternative based on Alternative C3 with some modifications to its alignment as it enters the Lynnwood Transit Center. Please see the Final EIS for the description of the Preferred Alternative, which was developed in collaboration with the City of Lynnwood, and which avoids direct impacts to Scriber Creek Park and avoids running along 52nd Avenue W.

I-187-001

"...Therefore, the City Council of the City of Lynnwood does hereby resolve and request the Sound Transit Board to remove from its potential sites and evaluations list the Lynnwood 52nd Avenue West/Cedar Valley Road site..."

....that such site not be included in any environmental analysis, due to its many significant and unresolvable and irreparable impacts upon the City of Lynnwood, its residents and businesses and upon the Edmonds School District."

These quotes were taken from Resolution No. 2012-07 of the City of Lynnwood, Washington, regarding issues concerning the potential siting by Sound Transit. It was signed by Mayor Gough of Lynnwood on 10/22/2012.

I-188-001

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

From: LindaZopfi@aol.com
Sent: Tuesday, September 03, 2013 4:06 PM
To: Lynnwood Link DEIS
Subject: Option C-3, please!

I have not been able to attend the past Lynnwood Sound Transit meetings because of work conflicts, however, in reading the Seattle Times article today, I felt I MUST voice my opinion on the proposals, after having been a homeowner in the effected neighborhood for 24 yrs.

I-188-001 Both of the C-1 and C-2 routes would severely impact the tranquil, peaceful nature of my home and home-based business, which is completely unacceptable to me. PLEASE only consider option C-3 when deciding where to place the Sound Transit route through Lynnwood. I'm all for mass transit, however, not at the expense of our wetlands, parks and neighborhoods!

Melinda Zopfi
20026 53rd Place West
Lynnwood, WA 98036

Best,
Linda

Linda Zopfi
A Zopfi Production LLC
PO Box 1998
Lynnwood, WA 98046
425-670-1220
www.facebook.com/AZopfiProductionLLC

Exclusive Entertainment Producer for [The Groupon Bite of Seattle](#) and [The Emerald Queen Taste of Tacoma](#)

1 MR. CAMERON: Hello. My name is Michael Cameron,
2 M-I-C-H-A-E-L, C-A-M-E-R-O-N. I live at 20035-12th Avenue
3 Northeast, Shoreline.

4 That property butts right up against the Exit 177
5 offramp going north.

6 Conceptually, I'm a big supporter of the project.
7 I think it's a good thing for the region. I think it's
8 probably what the region needs, overall. But that
9 enthusiasm's tempered a little bit by reaction to some of
10 the current designs of the plan. And I'm hoping that some
11 of those can be addressed in the final EIS. Those are going
12 to be recommendations today.

13 Specifically, the design issues that I have are
14 how they directly impact me, as a private property owner,
15 and our house, specifically, with regards to noise and the
16 visual impacts.

I-189-001 | 17 I'm encouraged by the numbers that I read in the
18 draft EIS with regards to noise and the impacts that the
19 mitigation plans in place will have. Sounds like -- no pun
20 intended -- that the mitigation plans will be able to deal
21 with much of the sound in the area.

22 I'm a little bit skeptical of them, however,
23 because the microphone locations that they used were quite a
24 distance from my house and the neighborhood, so it's --
25 there's a lot of topography changes, hills, valleys, trees

I-189-001

Thank you for your comment. We have added noise monitoring sites in your area, including one near your home at 20039 12th Ave or 20041 12th Ave for use in the Final EIS analysis. The analysis considers topography, vegetation, and noise barriers; more specific details are given in the Noise and Vibration Technical Report for the Final EIS, which identifies mitigation by address. During final design, mitigation definitions will be further evaluated to ensure they achieve the noise reduction required to be below the impact threshold.

I-189-001 1 and things, some of the trees that will be removed, that I
 2 think need to be taken into account with those. So my hope
 3 is that the study would be repeated, a least with a couple
 4 additional microphones, sort of in my neighborhood, to make
 5 sure that the estimate of sound impact on the final EIS is
 6 appropriate for the location.

I-189-002 7 All of -- the next issue is that the current draft
 8 EIS identifies the visual impact of -- on my house, on my
 9 property, as low. I take issue with that. All the designs
 10 for the light rail have the track less than a hundred feet
 11 from my property. They are elevated 25 feet above the I-5
 12 offramp. Adding another 12 feet for the train, 5 to 10 feet
 13 of superstructure indicates a structure three to four
 14 stories high a hundred feet from my house. That's not a low
 15 impact.

16 So I'd like to see a reevaluation of the visual
 17 impact on my property. I'd like to get a good idea of how
 18 many trees will remain as this will mitigate some of my
 19 visual concerns. Currently, when I look out the window, I
 20 just see filtered light through a bunch, you know, of
 21 evergreens that definitely won't be there.

22 I'd like to see an artist's rendering on how the
 23 track is expected to look from the neighborhoods,
 24 specifically my neighborhood, as opposed to I-5, which
 25 doesn't really impact people when they're driving by it at

I-189-002

The Final EIS includes an updated assessment of impacts of the elevated structure in your area, but the Draft EIS was not intended to define visual impacts parcel by parcel, but rather for larger areas or viewsheds. It is accurate that some locations, particularly those immediately near the facility, could have higher localized impacts. Mitigation measures could include replacement plantings, but clearing and visual impacts are likely unavoidable in some locations. Sound Transit's tree clearing policies for elevated light rail provide for clearing within 30 feet of the centerline of the structure, or about 15 feet from the edge of the structure. The Final EIS, Section 4.5.6, identifies visual impact mitigation measures for the project, but the detailed definition of plantings in specific locations would be accomplished during final design. Replacement trees would be considered where space was available, but likely would take time to mature to replace the screening.

I-189-002 60 miles an hour. Knowing the visual impact with an artist
2 rendering from property is much more useful.

I-189-003 3 And finally, I'd like to see a consideration of
4 keeping the train at ground level at that location. I think
5 that would go a long way. And perhaps placing the track
6 between the offramp where it splits from the main I-5, that
7 is, moving it west about 20 feet, such that the track would
8 cross the offramp 500 feet further south than is currently
9 planned.

10 That's it. Thank you.

11 MR. ROBERTS: Thank you.

12 I don't have anyone else signed up to speak. But
13 if there is someone who would like to address us, this would
14 be a perfectly appropriate time. So is there anyone else
15 who would like to speak tonight to us?

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I-189-003

Sound Transit has reviewed your suggestions to consider whether they have the potential to avoid potential impacts near your property. As the light rail profile approaches the property from the south, it is coming out of a cut into the hillside adjacent to I-5. To lower the profile through this area would require cutting even further into the hillside. At about 800 feet south of the property, the existing ground drops about 40 feet. Traveling north, the ground continues to drop further as it becomes adjacent to wetlands and State Route 104. Heading north from there, the next major connection point is the elevated Montlake Terrace Transit Station at 236th St. SW. To maintain a light rail profile meeting established design criteria based on safety and efficiency and to minimize the most negative impacts through this area, an elevated structure maintaining a minimum height over the southern-most State Road 104 exit ramp is needed. The elevation has been refined for the Final EIS, and the visual impact information in this area was updated. Also, there are a number of design constraints that require maintaining the light rail alignment in the approximate location as shown in the Draft EIS and now in the Final EIS. Based on design guidelines for the use of the I-5 right-of-way between Sound Transit and WSDOT, the light rail project footprint is outside of an approximately 94 foot section reserved for the freeway and potential future improvements. The horizontal alignment is also constrained by a more narrow width of existing right-of-way between NE 185th St. to north of NE 195th St. To provide a horizontal design as shown in your Figure 2a-b, while still meeting the project's light rail design standards, would require further encroachment beyond the right-of-way and upon more properties and homes in this area. Therefore, Sound Transit is continuing to propose the Preferred Alternative design rather than your suggested alternative.

1 MR. CIRCENIS: My name is Edvins Circenis. That's
2 spelled, first name, E-D-V-I-N-S; last name,
3 C-I-R-C-E-N-I-S. I live at 6834-40th Avenue Northeast in
4 Seattle, ZIP code 98115.

I-190-001

I'm also a member of the Seattle Latvian Lutheran
6 church. The church was built primarily by a volunteer
7 workforce. And I provided, without compensation, the
8 conceptual and detailed design drawings for the construction
9 of this church. The Latvian Lutheran church has been
10 notified, prior to the DEIS publication, that our property
11 at 11710 Third Avenue Northeast has been identified as one
12 that Sound Transit may need to partially or fully acquire in
13 order to construct the project under one or more
14 alternatives.

15 Recognizing the seriousness of how this project
16 may impact the Latvian Lutheran church and North Seattle
17 communities, I am proposing, for your consideration, an
18 option that, when properly executed, will save a number of
19 properties from acquisition in the vicinity of Northeast
20 117th Street.

21 Looking at the satellite map, you will notice that
22 the Latvian Lutheran church is right here and the freeway
23 runs real close to our property. However, on the west side,
24 there is a lot of room. So what I am proposing, to provide
25 space for the needed Sound Transit, I'm proposing that

I-190-001

The Final EIS describes the results of 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 edge of 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.

Please see Chapter 2, sections 2.6.1 and 2.6.2 for a description of the factors that led Sound Transit to place light rail east of I-5 rather than west of the freeway in this area.

I-190-001 | the -- that the I-5 be relocated as needed, to the west, and
2 | the existing right-of-way as shown in my revised -- revised
3 | map in there. I revised it a little bit and moved the lanes
4 | to the west, and there still seems like maybe some room left
5 | on the west side as well. So depends on how much space we
6 | need. I don't think we need too much to do this.

7 | I know that it's easier to condemn private
8 | property than it is to deal with federal government. But if
9 | you feel in your heart that it is worth saving Latvian
10 | Lutheran church, which is also a center for the Baltic
11 | communities in the Northwest, I sincerely hope that the
12 | Sound Transit board will give the alternative proposal its
13 | utmost consideration.

14 | Thank you.

15 | MR. ROBERTS: Next person is Inte Wiest.

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1 MS. FAULDS: I would.

2 MR. ROBERTS: Please.

3 MS. FAULDS: Good evening. My name is Phoebe
4 Faulds. My last name is F-A-U-L-D-S. And my family's house
5 is at 1008-190th Northeast in Shoreline, Washington.

I-191-001 6 And I see that the project is affecting not just
7 my house, but the community around it. I see that it
8 affects the community center here. It's just over at the
9 station but -- at the stadium, but it will affect a lot more
10 than just the ball field. It will affect the communities
11 that are having programs here, from dance lessons to swim
12 lessons. And this is one of the only places that you can
13 get a scholarship to get those service in Shoreline. Many,
14 many low-income families use these services because they
15 would not get these services any other way.

16 If you change this up, they won't get these
17 services. You say that you're doing this for low-income
18 housing around the area. But if you add low-income housing
19 without services to low-income people, then you lose
20 community and you make it less safe.

21 Once you lose community, it's really hard to get
22 it back. So I hope that you'll reconsider the area, make
23 sure that you keep these services in place, and reconsider
24 anything that you might be taking away from the community.

25 Thank you.

I-191-001

Thank you for your comment on community impacts associated with the proposed NE 185th Street light rail station. Throughout project planning, Sound Transit has worked to minimize impacts on adjacent residential neighborhoods. Sound Transit recognizes the importance of maintaining the many community activities and services currently housed at the Shoreline School District property adjacent to the proposed transit station site. Property acquisition has been minimized to partial parcel acquisitions to preserve these community amenities. The impacts of Alternative A1 and the Preferred Alternative involves an edge of the stadium parking area and an auxiliary track. All of the existing programs and services would be able to continue operation at the stadium and the school district site. See Section 3.4.17 for more details.

1 MR. ROBERTS: Thank you.
2 Is there anyone else that would like to address us
3 tonight?
4 Yes, please.
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1 MR. JACOBY: Good evening. My name is Dan Jacoby,
2 J-A-C-O-B-Y. I'm at 1243 North 160th Street.

3 I want to talk about, kind of, the future. And as
4 you continue to plan, this is going to become more and more
5 important. And that is, I straddle two generations, the
6 baby boom, Gen X. I notice big differences between the two.
7 And you look at the next generations, and you see even more
8 big differences that impact, directly, what we're doing
9 here.

10 The younger generations, it -- to me, the car was
11 a status symbol. When I was in high school, getting a car
12 was a big deal. Nowadays, kids don't really care so much.
13 They'll ride mass transit. And the reason that that's more
14 important is they got a lot of more of these gadgets,
15 iPhones, smart phones, tablets, you name it.

16 To them, driving a car to work, to go home, to go
17 out, they become disconnected. And they don't like that
18 very much. If they ride the bus, if they ride the train,
19 they can stay connected. And to them, even if it's a longer
20 trip, it's still a better move.

I-192-001 21 When you're planning this, I think you can look
22 at -- and especially, this will become important when Metro
23 gets involved in terms of their bus lines -- making sure
24 that there is plenty of connection via mass transit. I
25 don't think you're going to need as many parking spaces as

I-192-001

While parking is an element of the access plans for the stations, Sound Transit anticipates that most patrons will arrive by connecting transit, walking, and biking. 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.

I-192-001 | you might think because I think you're going to find a lot
2 | of people, especially the younger people, are not going to
3 | take the car to the train; they're going to take the bus to
4 | the train, if only there's a bus available.

5 | This will help a lot. You know, he was talking
6 | about footprint. This could reduce footprint if you don't
7 | need as many parking spaces. But I think, also, it looks at
8 | not just the light rail, but what's next after that.

I-192-002 | I'll tell you, if I wanted to make a gazillion
10 | dollars and I were an engineer, right now, I'd design buses
11 | and I'd design train cars where there's some way for a
12 | person getting into the bus or getting into the train to
13 | have a table top or something they can put their tablet on
14 | and continue to work. Because people are going to be
15 | showing up to work at ten o'clock, and they're going to be
16 | leaving at four. But they're going to be at work from nine
17 | to five because they're going to be on your train, and
18 | they're going to be on the buses.

19 | So it's just something to think about as you go on
20 | and -- and, you know, start to solidify your plan, that
21 | you're going to see a greater demand for mass transit and a
22 | lower demand for cars as this goes on.

23 | Thank you very much.

24 | MR. ROBERTS: Thank you.

25 | Next, Michael Cameron.

I-192-002

Thank you for your comment. Sound Transit will be working with local transit operators to develop refined transit service plans as the project nears operation.

1 MR. PETERSONS: Thanks, Paul. I've got to make
2 this quick because I've got to go to birthing classes with
3 my wife.

4 Hello. My name is Lukas Petersons. I am a member
5 of the Seattle -- oh, should I start with my name and stuff?
6 Sorry.

7 Lukas Petersons, L-U-K-A-S, P-E-T-E-R-S-O-N-S. I
8 reside at 3009 North 130th Street, Unit 1201. And I
9 represent the Latvian Lutheran church and center located at
10 117th and Third Avenue Northeast.

11 All right. So I'm a member of the Seattle Latvian
12 community. And my parents are the caretakers of the Latvian
13 church and community center, and they have been for the past
14 20-plus years.

I-193-001
15 Sound Transit's DEIS is proposing to run the North
16 Link extension through our church's property, and a couple
17 other alternatives are calling to eliminate our center
18 altogether.

19 I wanted to speak on record to explain how much
20 this church and community center means to myself and our
21 greater Latvian community.

22 First, our church and community center serves as
23 a living family tree. Our Seattle Latvian community's
24 family tree is not only something replicated on a piece of
25 paper. It is a living, breathing part of this community.

I-193-001

Thank you for your comments describing the cultural importance of the Latvian Evangelical Lutheran Church. The Preferred Alternative in the Final EIS and all other alternatives now avoid displacing the church or church hall. The Final EIS describes the primary modifications for these alternatives in Chapter 2, Alternatives Considered.

I-193-001 | The center provides a gathering place for Latvian children,
2 | teens, adults, and seniors alike. It is a place that is so
3 | important to our community and Latvian families. It is a
4 | family tree that cannot and, please, will not be uprooted.

5 | Second, the DEIS understates the significance and
6 | importance of our church and community center. The service
7 | serves -- the center serves our Latvian community as a
8 | church, a gathering place, a school, and a facility to many
9 | Latvian community groups that exist in our state and also
10 | along the West Coast. In addition, it also serves as a
11 | gathering place for other Seattle Baltic communities,
12 | including the Lithuanians and the Estonians.

13 | Now I'd like to speak on a couple items that are
14 | important to me in the church. I moved here when I was
15 | 8 years old, from Alaska, and my parents were asked to
16 | caretake the church. And one of the alternatives in the
17 | DEIS is basically going to tear down my childhood home along
18 | with the entrance to our church, so we would have no way to
19 | get in or out of our church.

20 | Second, I also attended the Latvian school. I
21 | graduated there. And I really feel that preserving our
22 | cultural being is very important to us and the future
23 | generations. As I said, my wife's pregnant, and I would
24 | really love for my baby girl to be able to go to Latvian
25 | school and be able to folk dance and sing. And without the

I-193-001 center there, that won't be possible.

2 I graduated from the Latvian school. I taught the
3 4- and 5-year-olds there for four years. I folk danced in
4 the Latvian troupe for over seven years and all our
5 practices are held there at the center.

6 I have participated in many things there,
7 volunteering at our annual Latvian rummage sale -- which is
8 a huge success, and a lot of Seattle residents like that --
9 and along with our annual Christmas bazaar.

10 So in conclusion, I'd like to say that the Seattle
11 Latvian Lutheran church and community center is and has been
12 an important part of my life. It is a place that was
13 designed, built, maintained, and loved by Latvians. It has
14 helped shape my life and serves as a symbol of strength to
15 all of us. Our community strongly stands together to
16 protect the heart of our community.

17 Thank you, and I appreciate your time.

18 MR. ROBERTS: Thank you. Thank you. Lucas, if
19 you have to get up and leave, we won't take it personally.

20 MR. PETERSONS: Thank you.

21 MR. ROBERTS: Next, we have Gunars Sreibers.

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1 MR. RAISTERS: My name is Eric Raisters. That's
 2 E-R-I-C, last name is R-A-I-S-T-E-R-S. And I reside at
 3 10507-64th Place West in Mukilteo. I'm also the
 4 vice-president of the Latvian Lutheran Evangelical church.
 5 I dance folk dance with the Latvian community. I've sung in
 6 the choir. And I've put two sons through that school.

7 That said, I voted for all the Sound Transit
 8 measures. And now I am a daily user of the Sounder North
 9 Line train to get to work every day. So I do support mass
 10 transit. I'm not against mass transit. I think it's a
 11 great idea. And I will continue to support mass transit
 12 where it makes both fiscal and traffic engineering sense.

I-194-001 13 But I am commenting with regard to the effect that
 14 the -- all of the eight options will have on the Latvian
 15 church community center that's located just north of
 16 Northgate. It's interesting to see that in the other two
 17 sections, the B and C sections of the line, commenters were
 18 given multiple options on the route that the tracks would
 19 take.

20 In the A section, the only spatial difference
 21 between all of the options for the Latvian center is about
 22 6 feet spatially. That's not much.

23 Apparently all of the other spacial options were
 24 apparently eliminated by the Sound Transit board in the fall
 25 of 2011 with no consultation or opportunity to comment by

I-194-001

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

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

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

I-194-001 | the owners of the center.

2 | This means that either the property will be
3 | completely taken or, at best, severe limitations on access
4 | and severe impacts to the use of the property will occur
5 | unless Sound Transit can come up with acceptable
6 | mitigations.

7 | As has been stated by many other commenters -- I'm
8 | not going to repeat a lot of this stuff -- this is a unique
9 | and culturally-significant facility. And the next closest
10 | similar centers in the United States are in San Francisco
11 | and Los Angeles. In Canada, it's Toronto. So we're a long
12 | distance away. We're covering a lot of territory.

I-194-002 | I wonder if we would even be here commenting on
14 | this if the church belonged to a protected minority. There
15 | are probably less than ten million speakers of the three
16 | Baltic languages worldwide, and less than a million of those
17 | are in the U.S. But we're not offered the protections of
18 | the other protected minorities.

19 | Finally, as a scientist by education and an
20 | engineer by profession, I avoid making decisions when facts
21 | and data are not known to me. In the four public meetings
22 | that Sound Transit has held so far for the comments -- and
23 | I've attended all four of them -- only three of the 17 Sound
24 | Transit voting board members who will be making the decision
25 | on the preferred route were present. And I would like to

I-194-002

The Sound Transit public outreach activities leading up to the publication of the Draft EIS did alert members of the Latvian and Baltic populations of the proposed alternatives for the Lynnwood Link Extension project and community members did become involved. Chapter 6 describes the public outreach for the project.

Although many of the Sound Transit Board did not attend the public meetings, the Sound Transit staff who did attend regularly, and who are the ones who interact most closely with concerned citizens, update the Board on the pertinent issues that should be considered on a regular basis. The Board was given the Draft EIS comments before they identified the Preferred Alternative and gave direction to modify all the Segment A alternatives so that none would require the displacement of the facility. Please find the updated description of the Segment A alternatives in the Final EIS Chapter 2, Alternatives Considered.

I-194-002

thank Councilman Roberts, Mayor Earling, and Snohomish
County Executive Lovick for attending those sessions.
Nobody from King County was there, nobody from the City of
Seattle who represents our center.

This is less than a quarter of the board who have
gathered the facts and the data required to make an
intelligent decision. I hope, but have serious
reservations, that the remaining members of the board will
spend the necessary time to familiarize themselves with the
probably hundreds of pages of comments and testimony so that
they can also make an informed and intelligent decision.
Sadly, the track record for this point for Sound Transit
probably doesn't indicate that.

Finally, if the taking of the Latvian church
should come to pass, the Sound Transit board will have the
dubious distinction of matching what the Soviet Union did to
the Baltic people, taking our land away twice, this time by
the government of the land of the free and the home of
brave.

Thank you.

MR. ROBERTS: Thank you.

Is there anyone who else wishes to address us
tonight for the hearing? Anyone else?

Well, then I want to thank all of you for your
comments. I want to let you know -- find my little notes

1 MR. RALSTON: Hello. My name is Kenneth Ralston,
2 R-A-L-S-T-O-N. And my concern is more a private-property
3 ownership.

4 MR. ROBERTS: And your address?

5 MR. RALSTON: 18313 Seventh Avenue Northeast.

6 My property butts right up against Fifth Avenue
7 and then the freeway, so the train would go right behind us.
8 And so there is a big concern -- there was a big concern
9 until we started talking to Sound Transit officials who -- I
10 don't remember the gentleman's name that my wife talked to.
11 And I'm certainly not as well-prepared as these folks. But
12 we've lived there a long time and got our house paid off and
13 want to retire there and stay there.

I-195-001

14 Our concern was, how big is the footprint? And
15 where we sit, back on the plat of properties that will be
16 annexed, apparently, even the worst-case scenario, only the
17 back portion of our property will be taken up.

18 I've have talked to a neighbor, and he says that
19 if they -- one of the scenarios, if they bring the train
20 from elevated level down to street level egress, that his
21 property will be boxed in. He won't be able to get out of
22 his property. We suggested that they were not aware --
23 they, being the officials -- aware that there's an easement
24 that goes through our properties, one of my neighbors.

25 And so my proposal or suggestion is for people to

I-195-001

At this stage in project planning, the property impacts are estimates and use map-based parcel information. Detailed land surveys and property assessments would be conducted during final design and subsequent real estate transactions. However, the project staff have conducted multiple field visits and surveys as part of the design and environmental process.

If access to a property is lost due to the project, that property becomes a full acquisition because Sound Transit cannot leave a property owner with no access to their property. That is one factor considered when the agency determines what type of acquisition (full or partial) is needed.

I-195-001 | come out there and take a physical look at the properties a
2 | lot -- a lot stronger than they have. When you're doing an
3 | environmental study, you really need to come out and look at
4 | the property a little bit better.

5 | Our property, for instance, we're -- we've got it
6 | registered as a wildlife sanctuary and planting, you know,
7 | natural flora, like it was a hundred years ago. We're
8 | moving back and back and trying to get rid of all the
9 | blackberries that we haven't taken out.

I-195-002 | So the worst-case scenario that we were cited with
11 | was ground-level parking would -- and then I also heard
12 | about bringing the train to street level would force
13 | construction in such a fact -- manner that they would have
14 | to reconfigure Fifth Avenue that goes behind our property.
15 | And I don't support that configuration. That would be on
16 | ground-level parking that was spread out and take a lot of
17 | real estate.

18 | So also, I am a supporter of the project. I am a
19 | supporter of light rail. It's been a long time coming,
20 | needs to happen. But again, like the gentleman said,
21 | reevaluation of how the land is configured and what you need
22 | to take as a footprint should have a lot of physical, you
23 | know, study. Come out and look at those properties.

24 | This is all relative to the 185th Street station,
25 | by the way. I don't think I mentioned that.

I-195-002

Thank you for your comment stating your overall support for the Lynnwood Link Extension project and your concerns about potential adverse effects of station parking and reconfiguration of Fifth Avenue NE. Please see the updated conceptual design drawings in Appendix F. The Preferred Alternative would realign Fifth Avenue, but it does not feature ground level parking.

1 So anyway, that's pretty much all I have to say.

2 Thank you for your time.

3 MR. ROBERTS: Thank you.

4 I think this is a good opportunity to remind and
5 repeat that staff will be here until eight o'clock. I think
6 the -- for instance, the concerns that Mr. Ralston raised
7 would be good concerns to make sure -- and I suspect you
8 already have -- to be talking with the staff about those.

9 So I invite, at any point following our testimony,
10 you to please raise these concerns with the staff and have
11 dialogue there as well. Next is Dan Jacoby.

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1 MR. SREIBERS: My name is Gunars Sreibers. That's
2 G-U-N-A-R-S, S-R-E-I-B-E-R-S. And I'm representing the
3 Latvian Lutheran church and community center at 11710 Third
4 Avenue Northeast.

I-196-001

Well, here we are at Workshop 4 here --
6 Workshop 4, Hearing 4 for this project. I've attended every
7 one of those workshops, every one of these hearings and made
8 comments at every one of these. I think it's noteworthy
9 that if you look at the attendance sheets for these last
10 four open houses and workshops that it has had a large
11 participation by members of the Baltic community, if you
12 look at the names on that list.

13 Many have already commented on this project as
14 part of this process, but many more are going to comment
15 before the end of this period -- comment period. This
16 project is -- really cuts at the heart of the Baltic
17 community and Latvian community here the Seattle -- Pacific
18 Northwest.

19 I think it's also important to note that if you
20 look at the attention at the open houses, it was primarily
21 Baltic people. But also we had an informational meeting,
22 before these open houses even happened, at the Baltic -- at
23 the Latvian center. Over 200 people attended that
24 information session, and that was on short notice in the
25 middle of summertime when people were on vacation. In fact,

I-196-001

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 results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained, although a portion of land on the edge of 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.

1 a large part of the community was in Latvia celebrating a
2 national celebration there. So there is a big deal and has
3 gotten the attention of all of us.

4 The church and the center are extremely important
5 the us both culturally and socially. We think that it
6 should also be important to sound transit.

7 We're extremely disappointed, obviously, that the
8 draft EIS failed to acknowledge the social and cultural
9 aspects of our church and our center and its role here in
10 the Pacific Northwest.

I-196-001

11 I think there's one other thing I'd like to make
12 clear, we do not oppose this project. We -- if you talk to
13 members of our community, we're very supportive of the light
14 rail project and really feel that it's a project that needs
15 to be built. We just strongly believe that any option
16 selected can be modified in such a manner that the Latvian
17 center can continue to function during construction and
18 continue to function in its current location after
19 construction. We truly believe that's the case if people
20 are willing to look at options creatively.

21 I also want to remind folks -- and this is very
22 ingrained in our community -- the fact that we have been
23 subjected to eminent domain, the taking of our property,
24 once before. We had to rebuild this center once before. We
25 do not feel that it is fair to be subjected to that one more

I-196-001

time again. We just want to exist at our current location
and continue to do what we're doing right now, support the
light rail project. Anything else short of allowing us to
exist at our current location, continue to exist as a
cultural hub and a social hub for the Baltic communities
here in the Northwest would just be unacceptable to us.

Thank you.

MR. ROBERTS: Thank you, Gunars.

Next, I have Edvins Circenis. And if I -- I'm
sure that name will sound better when you say it and spell
it than what I just did to it.

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1 MS. WIEST: Inte.
 2 MR. ROBERTS: Inte.
 3 MS. WIEST: And actually, it's Wiest.
 4 My name is Inte Wiest, I-N-T-E, W-I-E-S-T. I live
 5 at 2030-151st Place Southwest, Lynnwood, Washington. I also
 6 am a member of the Latvian Lutheran church and Latvian
 7 community. I'm the vice president of the Latvian
 8 Association of the State of Washington and the secretary of
 9 the Ladies League of the Latvian Lutheran church and the
 10 assistant librarian at the library at our center.

11 Along with Edvins and many other Latvians, my
 12 father and brother, who, by the way, lived in Shoreline,
 13 worked many, many hours to help build this church on
 14 evenings, after work, on weekends.

I-197-001

15 I cannot begin to tell you how important this
 16 center is to me personally and to the whole Latvian
 17 community and to many, many members of the Estonian and
 18 Lithuanian communities as well.

19 People of all ages from prekindergarten children
 20 who study at the Saturday school to pensioners who attend
 21 services at the church and meet regularly at the center for
 22 lunch and cultural programs, the young people who practice
 23 folk dancing and give performances there, and people of all
 24 ages singing in the choir, this is a vital place. Much of
 25 our time away from our work and duties at home is spent at

I-197-001

Thank you for your concerns about the potential displacement or relocation of the Latvian Evangelical Lutheran Church and for highlighting its significance to the region's Baltic community. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained.

I-197-001 center. It is a vital part of our existence and defines who
2 we are as Latvian Americans.

3 If we lose our church and community center a
4 second time, we lose part of ourselves. We need to find a
5 solution that lets us keep our church and community center
6 and allows Sound Transit to build the rail line to Lynnwood.

7 Thank you.

8 MR. ROBERTS: Dave Earling is going to pick up the
9 map so that we can provide them.

10 The next person listed to speak is Kenneth
11 Ralston.

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I-198-001

1 MR. DOLAN: My name is Chuck Dolan,
2 D-O-L-A-N. I live at 1220 Northeast 97th Street,
3 Seattle, Washington, 98115. I'm here as the membership
4 vice president of Horton Creek Alliance, and I'd like
5 Horton Creek Alliance to become a party of record for any
6 further communications on Section A and alternative
7 thereof.

8 A couple things I'd like to say is basically I'd
9 like to have the comment period extended. I think it's a
10 little bit brief for the massiveness of the document
11 considering I didn't really even know it had been
12 released until I saw notice of this meeting late last
13 week.

14 So I think extending the comment period for the DEIS
15 would be appropriate. And at this time, I think that's
16 all I'd like to say at this point. Thank you.

17 MR. LOVICK: Thank you.
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I-198-001

Sound Transit does not have a party of record designation for those interested in the project. Your address has been added to the project's mailing list, per this 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.

1 MR. LOVICK: The next person is Imants
 2 Holmquist. Come forward, please.
 3 MR. HOLMQUIST: My name is Imants Holmquist.
 4 That's I-M-A-N-T-S, H-O-L-M-Q-U-I-S-T. I live at 1712
 5 44th Avenue Southwest, Seattle, Washington, 98116.
 6 I'm a member of the Latvian community. I attended
 7 the Latvian School there for about 10 years in the '80s.
 8 My grandmother is here. She left Latvian in 1941.
 9 I was a member on the National Latvian Youth
 10 Association's Board. We met regularly at the Latvian
 11 Center here at the Lutheran Church.

I-199-001 I just want to express that the regional and
 13 cultural significance of the church is something that is
 14 invaluable, not just to Seattle, but also regionally and
 15 nationally.

I-199-002 Many of the people tonight that will express
 17 comments will start to talk about some of the impacts
 18 it's had on the West Coast affiliations with the
 19 Latvians, and some of the impacts that the track would
 20 bring would be noise, of course.
 21 It's a church. It's also a school. I have a 2- and
 22 4-year-old, two daughters who attend the Latvian School
 23 every Saturday, and I'd like for them to be able to hear
 24 their classroom instruction. It'd be great if when they
 25 join the choir or join the dance group, they could

I-199-001

Thank you for your personal comments describing the cultural importance of the Latvian Evangelical Lutheran Church to you, the region's Latvian community, the larger Baltic community, and those interested in Scandinavian studies.

I-199-002

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

The church was considered a noise-sensitive property, and the residences around the church are also noise-sensitive. For this reason, 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.

I-199-002 1 actually hear those activities as I did and as
2 generations before did.

I-199-003 3 There's an issue about ingress and egress that I
4 think needs to be worked around. I'd like it if the
5 committees and powers that be took a look at alternatives
6 to making it a viable route that preserves the Latvian
7 Community Center in its present state and allows for
8 continued use, whatever mitigation is required and
9 regardless of tracks you put in there, whether that will
10 be requiring additional property for ingress and egress
11 or installing different remediations and sound mitigation
12 strategies.

I-199-004 13 There isn't a way to express what this means to me,
14 and I think several other people here tonight will
15 express this as well, having watched our ancestors leave
16 Latvia under duress and come here and build a community
17 center in the '60s that was also taken for a park.

18 And now watching this process, we're eager to
19 cooperate, but we're also very eager to keep our
20 traditions, our heritage, and what is a great asset to
21 not only the city of Seattle, but the Northwest and this
22 country. Thank you.
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I-199-003

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 results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained, although a portion of land on the edge of 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.

I-199-004

Thank you for your personal comments describing the cultural importance of the Latvian Evangelical Lutheran Church to you, the region's Latvian community, and the larger Baltic community.

I-200-001

Thank you for your comments describing the cultural importance of the Latvian Evangelical Lutheran Church.

1 MR. LOVICK: Charlene.
2 MS. JAUNDALDERIS: My name is Charlene
3 Jaundalderis, C-H-A-R-L-E-N-E, J-A-U-N-D-A-L-D-E-R-I-S.
4 I reside at 11510 Fourth Avenue Northeast, Seattle,
5 98125.
6 I'm an American, but I've become an adopted Latvian
7 because I've been married to a Latvian for 50 plus years.
8 And being raised in a small community in Yakima Valley,
9 when I first came to the Latvian Association, I felt like
10 I was back home because it's one community within a large
11 city.
12 Since that time, they've included me in so many
13 things, and now I am involved in our annual rummage sale
14 that includes people from all over the Puget Sound.
15 People wait for it. We have increased attendance
16 every year. The neighbors are kind enough to take our
17 overflow of parking during that weekend, and it brings in
18 our revenue that helps us maintain the Latvian Center for
19 the year.
20 The other very vital function that we have during
21 the year is in November we have our Christmas bazaar
22 where the Latvian artists can bring in their things that
23 they've made and sell it to the community as well as the
24 parents love to come to that too because we have food and
25 entertainment, Latvian ethnic food and entertainment, so

I-200-001

I-200-001

1 this is an indication that it's not just the Latvians
2 that would be involved. It's also the American spouses
3 that are involved.

4 I also publish the Latvian telephone directory for
5 the State of Washington, which includes 700 plus
6 families, which gives you an indication of how many are
7 there. That's all. Thank you very much.

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1 MR. LOVICK: Let's start with the first
2 person signed up, Lori Kirsis. You have three minutes to
3 comment, and we'll let you know when you reach the
4 one-minute mark.

5 Would you spell your name?

6 MS. KIRSIS: Sure. Lori, L-O-R-I, Kirsis,
7 K-I-R-S-I-S.

8 MR. KENNEDY: And if you could give your
9 address, too, please, for the court reporter, that would
10 be great.

11 MR. LOVICK: Yes. We will need full names,
12 spell the name and the address for the court reporter.

13 MS. KIRSIS: It's 5377 44th Avenue Southwest.

14 I just wanted to add a personal note to the comments
15 that you're receiving. I'm a member of the Latvian
16 community, and I have been a member of the Latvian
17 community my entire life.

18 The Latvian Church and Community Center has always
19 been a part of my life. I've been involved with many
20 events through my life there. I was married there. I'm
21 a member of the Latvian choir. We practice and perform
22 there.

I-201-001 23 I'm involved with fundraising for the community
24 center and the church. I just want you to know it's a
25 very vibrant community center, and it really will be

I-201-001

Thank you for your personal comments describing the cultural importance of the Latvian Evangelical Lutheran Church to you and the Latvian community. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

I-201-001

severely affected by the current proposal, and making the
Latvian Church and Community Center inaccessible is just
not acceptable. Thank you.

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1 MR. LOVICK: Does anyone else wish to
2 comment? Step to the microphone, please.

3 MR. ORR: My name is Michael Orr, 1618
4 Bellevue Avenue, No. 302, Seattle, Washington, 98122.

5 I've got some notes here, but I don't really have a
6 prepared speech. I think link in general and the
7 Lynnwood extension is vital.

8 I don't have a car. I don't have a driver's
9 license. It's difficult to get around on the buses. You
10 really feel like a second-class citizen, and it limits
11 the places that you can live and the jobs that you can go
12 to.

I-202-001

13 Link is the biggest step forward we've ever had in
14 this city. I think we need to do it. I think 138th
15 Station is vital because it gives the opportunity for us
16 to get to Lake City and northwest Seattle, two places
17 which are kind of isolated from the rest of the city.

18 Regarding 145th and 155th Stations, there's good
19 arguments both ways on those. I'm not really sure which
20 is better. 145th is probably a little bit easier to zone
21 with DOT, but 155th is more pedestrian friendly.

22 It doesn't have a lot of traffic congestion, and
23 it's closer to 155th and Aurora. So geographically, that
24 would be a better place if Shoreline is willing to do
25 that.

I-202-001

Sound Transit notes your general support for the Lynnwood Link Extension project and your comments on the advantages and disadvantages of the proposed locations for light rail stations in Segment A.

I-202-002

1 The Mountlake Terrace Station I think needs to be on
2 the east side of the freeway for better walking distance
3 to the Mountlake Terrace City Center, which is a
4 five-minute walk through the park. But if the station is
5 on the freeway, it makes it a seven-minute walk, which is
6 going to dampen the ridership.

7 The 220th station I don't know that much about, but
8 it may be a good idea if Snohomish County residents want
9 it.

I-202-003

10 For Lynnwood station, I support either the north or
11 the west sides of the transit center because, again,
12 those are better walking distance to the city center.

13 I don't support the park and ride location because
14 it's a further walk from the city center, and there's no
15 median walk shed. The park and ride is on one side and
16 I-5 is on the other.

I-202-004

17 And finally, please don't give too much weight to
18 the comments about Scriber Lake impacts or what you heard
19 about the Latvian Center because we have to look at the
20 impacts of a million people and their need for rapid
21 transit and their need to be able to walk and bus to the
22 rapid transit. That needs to trump any existing
23 locations that serve a smaller number of people. That's
24 all I have to say.
25

I-202-002

Your comments stating your preference for the Segment B alternatives that place the transit station east of the highway and not in the middle of the highway median are noted.

I-202-003

Sound Transit acknowledges your preference for either Alternatives C1 and C2 over Alternative C3 due to proximity to the Lynnwood city center.

I-202-004

Sound Transit appreciates your support. Sound Transit has modified the project design to minimize impacts as much as possible on Scriber Creek Park and wetlands, and the Seattle Latvian Evangelical Lutheran Church.

1 MR. LOVICK: And the next person is Lukas.

2 MR. PETERSONS: My name is Lukas Petersons,
3 L-U-K-A-S, P-E-T-E-R-S-O-N-S. I reside at 300 North
4 130th Street, Unit 1201 in Seattle, Washington, 98133.

5 I'm a member of the Seattle Latvian community, and
6 my parents are the caretakers of the Latvian Church and
7 Community Center and have been for the past 20 plus
8 years.

I-203-001 Sound transit's EIS is proposing to run the North
10 Link Extension through our church's property and one of
11 the alternatives is calling to eliminate our center all
12 together.

13 I wanted to speak on record so we could explain how
14 much this church and community center means to myself and
15 our greater Latvian community.

16 First, our church and community center serves as a
17 living family tree. Our Seattle Latvian family tree is
18 not only something replicated on a piece of paper. It is
19 a living, breathing part of this community.

20 The center is a gathering place for Latvian
21 children, teens, adults and seniors alike. It is a place
22 so important to our community and Latvian families, that
23 it is a family tree that cannot and will not be uprooted.

24 Second, the DEIS understates the significance and
25 important of our church and community center. The center

I-203-001

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

1 serves our Latvian community as a church, a gathering
2 place, a school and a facility to many Latvian community
3 groups that exist in our state.

4 In addition, it also serves as a gathering place for
5 other Baltic Seattle communities, including the
6 Lithuanians and Estonians.

7 Now I'd like to speak on why it is important to me.
8 First, I moved here when I was eight years old and my
9 parents were asked by the church to care take the center.
10 Their home sits on the church property.

I-203-001

11 With the proposed EIS alternative, it will not only
12 affect my church, but it will also affect my childhood
13 home. In addition, many Seattle Latvians live near the
14 church in order to be close to the center, which serves
15 as our home base to our very strong community.

16 Second, I attended and graduated the Seattle Latvian
17 School along with many young Latvian children in our
18 community. The school helps to strengthen our community
19 and provides cultural preservation.

20 Third, there are many different ways that I have
21 myself taken part in our Latvian community, all
22 activities of which were held at our center and church.

23 I graduated from the Seattle Latvian School as well
24 as taught the 4- to 5-year-old class at the Latvian
25 School for four year.

1-203-001

1 I folk danced with the Seattle Latvian Folk Dance
2 Group for seven years, and all of the practices were held
3 and continue to be held at the center. I play Santa
4 Claus in the Seattle Latvian School's Christmas program,
5 and I have witnessed young Latvian children's excitement
6 about how much they love the center and school.

7 I have participated in many events there as part of
8 the catering team, which hosts celebrations on occasion
9 for many local Seattle Latvians, including weddings,
10 funerals, graduation and all the like.

11 I volunteer at many different community events,
12 including our annual Latvian rummage sale and annual
13 Christmas bazaar, both of which are well liked by the
14 Seattle community at large.

15 In conclusion, the Seattle Latvian Lutheran Church
16 and Community Center is and has been an important part of
17 my life. It was a place that was built, maintained and
18 loved by Latvians.

19 It has helped to shape my life and served as a
20 symbol of strength for all of us. Our community strongly
21 bands together to protect the heart of our community.
22 Thank you. Also, check out our Facebook page at Save
23 Seattle Latvian Church Center. Thank you.

I-204-001

Thank you for your comments describing the cultural importance of the Latvian Evangelical Lutheran Church.

1 MR. LOVICK: Is there anyone else who wishes
2 to comment?

3 MS. PETERSONS: Good evening. I am Nikol
4 Petersons, N-I-K-O-L, P-E-T-E-R-S-O-N-S.

5 I just wanted to say I am part of the Latvian
6 community, which most of us here in this room are if you
7 haven't noticed yet.

I-204-001 I just wanted to say that with the plan of the link
9 rail and its running from Northgate to Lynnwood, I feel
10 like it's a great idea.

11 However, taking away from our cultural environments,
12 our church and things of that nature, I just don't feel
13 like you guys may have taken a better look at exactly how
14 the cultural significance of our center represents this
15 community.

16 I was born in Milwaukee, Wisconsin. I moved when I
17 was nine months to Alaska where there is another Latvian
18 community up there.

19 My grandfather built a bunch of houses out there,
20 and in turn my parents were offered the job as the
21 caretaking -- they were offered the job to care take for
22 the Latvian Community Center. I moved here when I was
23 four years old.

24 The first language I knew how to speak was Latvian
25 language. It was very instilled in our family. My

I-204-001

grandparents, that's all they spoke to me growing up. I actually didn't realize that my grandfather knew how to speak English. I only thought he could speak Latvian.

Anyway, I just wanted to say that I really think that the significance and importance of our center is not only for the Latvian community, but the city of Northgate, this whole neighborhood. We do a lot for them and have our rummage sales and stuff like that. Anyway, that's all I wanted to say.

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1 MR. LOVICK: Eric.

2 MR. RAISTERS: Thank you. My name is Eric
3 Raisters, E-R-I-C, last name is R-A-I-S-T-E-R-S, address
4 is 10507 64th Place West in Mukilteo.

I-205-001 I am one of many of the Latvian community who are
6 from all the counties of Washington. I also participate
7 in the Folk Dance Group. We've had people that have come
8 as far away as Bellingham and as far away as Aberdeen to
9 participate in that group, so it brings together the
10 community from all over.

11 I think you hear it from the emotions that are here
12 exactly what the meaning of this center is and the lack
13 of that is being brought out in the DEIS.

14 What I would like to comment on more than anything
15 else is thank you to both of you gentlemen, and also in
16 the first case of the comments period to the mayor who
17 saw fit to come and find out about this.

18 I'm a little sad that in Sound Transit, the
19 DEIS requirements, only one of the board members needs to
20 be present at each one of the four comment periods, which
21 means very few of them will actually get the emotion and
22 get the information you need to base this decision.

23 I'm sorry that the requirement isn't that all the
24 board should attend every single one of these at some
25 point, and so I thank you two gentlemen for that.

I-205-001

Thank you for your comments describing the cultural importance of the Latvian Evangelical Lutheran Church to you and the Latvian community. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained.

I-205-001

I hope you hear what is being said by the people
here, and that's all I have to comment on. Thank you.

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I-206-001

Thank you for your comments describing the cultural importance of the Latvian Evangelical Lutheran Church.

1 MR. LOVICK: And the next person is Inese
2 Raisters.

3 MS. RAISTERS: Good evening. Hopefully, you
4 can hear me. My name is Inese Raisters, I-N-E-S-E,
5 R-A-I-S-T-E-R-S, address is 10507 64th Place West in
6 Mukilteo, Washington. Please don't hold that against my
7 three minutes.

I-206-001 I wish to make some comments to the Sound Transit
9 Board tonight from a Seattle Latvian folk dancer's
10 perspective. I am a proud American of Latvian heritage,
11 who happens to have a passion for dance.

12 I'm also a member of the Seattle Latvian Church as
13 well as a community member, and I do also sing, but
14 tonight my story will be about dance.

15 I started dancing in Seattle Latvian folk dance
16 ensemble Trejdeksnitis, which was founded in 1962. I
17 directed the group for 15 years from 1992 to 2008, and
18 I'm still a dancer in the group.

19 Trejdeksnitis just returned from participating in
20 the fifteenth Latvian Dance Festival held in Riga, Latvia
21 at the beginning of July. There were 25 of us there, but
22 the group usually has around 30 people in it in any given
23 year.

24 Trejdeksnitis has performed at Northwest Folklife on
25 numerous occasions as well as at downtown Seattle Public

I-206-001 | Library and at Skandia Midsommarfest, both in Poulsbo and
2 | at the newer St. Edwards State Park location.

3 | Our group depends on having the Seattle Latvian
4 | Center as our rehearsal stage as well as for our annual
5 | performances, which serve as fundraisers to travel to
6 | many of the festivals we dance at.

7 | I can't even imagine, nor would I want to what would
8 | happen to the weekly activities of this wonderful group
9 | if the Seattle Latvian Center is no longer accessible to
10 | Trejdeksnitis.

11 | We have persevered for 51 years so that we may
12 | continue to demonstrate and engage in our rich Latvian
13 | cultural heritage.

14 | At least four of our members have created numerous
15 | award-winning dances at festivals across the U.S. and
16 | Canada. Some of our former dancers have moved to other
17 | American cities and in turn led the Latvian dance groups
18 | there.

19 | Our members range in age from teenagers to what you
20 | see standing in front of you. Our young dancers are
21 | spending their time learning dances, often with intricate
22 | steps, learning about the multifaceted choreographies of
23 | Latvian dances.

24 | They are keeping physically fit, not playing video
25 | games or channel surfing on the couch at home, and they

I-206-001 1 dance their craft with passion and enthusiasm, thoroughly
2 enjoying the chance to participate and also of course
3 socialize with one another.

I-206-002 I urge the Sound Transit Board to consider
5 alternatives that allow the Seattle Latvian Community
6 Church and Center to remain active and giving back to the
7 Northwest community.

8 Even a prolonged construction phase is bound to have
9 a profound effect on the many activities that take place
10 at our center. I represent merely a small portion of all
11 that goes on.

12 In today's economic climate, a relocation of our
13 center is not feasible, and the loss of it again is
14 simply unfathomable. I thank you for your consideration
15 and for listening, and now I beg that you hear us. Thank
16 you.

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I-206-002

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

Several sections in the Final EIS have been updated to address these changes: Section 2.5.1 describes the Preferred Alternative and the refinements in other alternatives for Segment A; Section 4.1 describes the acquisition impacts; Section 4.4 describes impacts to community facilities and neighborhoods. In addition, Appendix F presents revised conceptual engineering plans for the refined Segment A alternatives; Appendix I-4.1 contains detailed maps and tables concerning acquisition, displacement, and relocation requirements for each Segment A alternative, and Appendix G has visual simulations. Construction period mitigation is also defined for each environmental topic, and Sound Transit anticipates that the center's activities would be able to continue during construction.