

1 MR. LOVICK: Gunars Sreibers. Please give
2 your name and your full address.

3 MR. SREIBERS: Thank you. My name is Gunars
4 Sreibers, that's G-U-N-A-R-S, last name, Sreibers,
5 S-R-E-I-B-E-R-S, and I'm representing the Latvian
6 Lutheran Church and Community Center located at 11710
7 Third Avenue Northeast in Seattle.

I-207-001 | 8 The Baltic community as a whole is extremely
9 disappointed with the Draft EIS's lack of recognition for
10 the social and cultural contributions of our community
11 and that this facility provided to Seattle and the
12 Pacific Northwest.

13 The center is the hub for all activities Baltic
14 throughout the region. It is used by and truly
15 represents thousands of individuals of the Baltic
16 heritage and their friends.

17 The Draft EIS fails to address any of the
18 construction impacts or long-term operating impacts that
19 the light rail project will have on the numerous ongoing
20 events and activities that take place at the center.

21 The center serves the Latvian, the Lithuanian and
22 Estonian communities, providing multiple programs ranging
23 from toddlers to seniors. It is a focal point for a
24 multitude of religious, cultural, educational and
25 political activities which are Baltic.

I-207-001

Thank you for your comments describing the importance of the Latvian Church and community center to you and the Baltic community, as well as providing some historical context. 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.

During project construction, the Latvian Evangelical Lutheran Church and its uses would have temporary impacts, but church and community center functions would be maintained. See Section 4.4 in the EIS, which discusses construction and operation impacts on social resources within the project study area.

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.

I-207-001

Just to give you a glimpse of the activities that occur at this center, the church services are conducted in three separate languages. The church services are each conducted independently in Latvian, Lithuanian and Estonian languages.

Special social events and unique cultural holidays are celebrated at this facility. The Children's Latvian Language School meets regularly here and has been in existence for over 60 years now.

The facility is used by national and internationally-recognized drama groups, choir groups and is also a center where actors come and give plays from Latvia.

It is a meeting place for fraternal groups representing the university students and sororities and fraternities from the University of Latvian. It is also an activity center for numerous senior groups.

The facility is used for Latvian sewing and cooking classes, and then it's used as a polling place for Baltic elections and for greeting ambassadors and presidents coming to this country and visiting Seattle.

The center serves as an organizing hub for the establishment of the Baltic Studies Program at the University of Washington and continues to be an ongoing funding source for that program.

I-207-001

1 Any actions that temporarily or permanently disrupt
2 activities at the center is unacceptable to the Baltic
3 community. Any options to close or move the center will
4 be devastating, and in all likelihood lead to the demise
5 of many, if not all the current activities.

6 In reality, it will end the Baltic community
7 presence in the Northwest and the cultural richness it
8 brings to the Northwest and to Seattle. The center must,
9 and I emphasize must continue to function at its current
10 location.

11 One last note, the Latvian Center and in fact the
12 entire Baltic community has already suffered through one
13 eminent domain taking.

14 In 1969 the original Latvian Center purchased in
15 1955 was taken from the Baltic community when the city of
16 Seattle elected to construct the Wallingford playfield on
17 that property.

18 MR. LOVICK: Sir, you need to summarize your
19 comments.

20 MR. HOLMQUIST: I'm just about done.

21 Through an outpouring of generous donations and
22 volunteer labor by the Baltic community members, the
23 current facility arose to replace what was taken from us.
24 We cannot fathom being subject to another taking. Thank
25 you.

1 MR. LOVICK: Next is Dzidra.

2 MS. UPATTS: My name is Dzidra Upatts. I'm a
3 member of the Latvian Lutheran Church and also the
4 Latvian Center.

I-208-001 I will speak very emotionally because I don't know
6 how much you know about history. We are a small group of
7 small Baltic countries. The Second World War ended very
8 badly for us when our countries were taken over by the
9 Soviet Union and many of us were running for our life.

10 When I left Latvia, I had two pairs of stockings and
11 my rain coat, and I had a safety pin so I don't lose
12 them. I had a backpack, and I had -- I don't know how
13 you call it.

14 I will be 89 this year. In this church, I met my
15 husband, and I got married in this church. This is the
16 church that my daughter went to school, and she was
17 confirmed later.

18 I want to say whatever happens, don't destroy this
19 church because we can't repeat that because many people
20 who work there, it's like a refuge for us. Whatever you
21 will do, don't destroy it, please.

22
23
24
25

I-208-001

Thank you for your comments describing the cultural importance of the church to you and the 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 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.

I-209-001

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? Please step up to the microphone and state
3 your name and give your address.

4 MS. VETTER: My name is Sandra Vetter,
5 S-A-N-D-R-A, V-E-T-T-E-R. I'm a proud U.S. citizen, and
6 I'm also proud of my Latvian heritage.

I-209-001 | 7 I moved to Seattle in 1978 when I was 21 years old,
8 and I discovered the Seattle Latvian Center and Church in
9 the early 1980s when I started attending the annual
10 Christmas bazaar, which is held each year in early
11 November.

12 It satisfied my hunger for the taste of the food and
13 the sound of the Latvian language. I joined the Seattle
14 Latvian Folk Dance Group, Trejdeksnitis, in 2002 and have
15 been a member ever since.

16 We rehearsed at the wonderful hall at the center
17 each week for three hours from September through June or
18 July. We're able to learn and share the richness of
19 Latvian music and dance by performing at key events in
20 the Seattle Latvian community as well as for local
21 community events, such as the Northwest Folklife
22 Festival.

23 We also perform at the North American Latvian Song
24 and Dance Festival, and of course the epic Latvian
25 National Song and Dance Festival in Riga.

I-209-001

1 This last summer we had the thrill of participating
2 in the Song and Dance Festival, enjoying the largest
3 group of participants in the history of the festival.
4 Over 40,000 singers, dancers, musicians and artisans.

5 Our ability to travel was due in large part from the
6 support and guidance of the Seattle Latvian Community
7 Center and its numerous organizations.

8 Being able to be a part of something so culturally
9 significant is something the younger generation should be
10 able to look forward to. There would be a huge void if
11 this Latvian Center home no longer existed.

12 Because I see the importance of learning and sharing
13 cultural heritage, over the years my involvement in the
14 Latvian community has deepened.

15 I've studied Latvian language at the UW Baltic
16 Studies Program, which has strong ties to the center. My
17 daughter attended the Latvian Seattle School for two
18 years and also joined me in the dance group for four
19 years.

20 I've been seen singing with the Latvian Vocal
21 Ensemble for the two years. This wonderful collection of
22 singers and our dedicated director rehearse at the center
23 weekly and perform for church holidays and important
24 cultural gatherings.

25 I volunteer for events and fundraisers as I can to

I-209-001 | support the hard-working, dedicated and resilient people
2 | that are the roots that keep the American Latvian
3 | community alive.

4 | The center is a beacon for Latvian Americans in the
5 | Pacific Northwest and needs to continue to act as a
6 | cultural hub and needs to be a hub for social and
7 | cultural gathering to provide people with the
8 | opportunities to network with one another, allowing
9 | experiences and information to be passed around.

10 | The sharing of ideas is arguably one of the most
11 | important facets of a progressive society as it promotes
12 | collaboration amongst people and helps define what is
13 | commonly called --

14 | MR. LOVICK: Sandra, you need to conclude
15 | your comments.

16 | MS. VETTER: I have one sentence -- which is
17 | commonly called community. The unity of the Latvian
18 | community has played a huge role with preserving its
19 | culture over time.

20 | It needs to remain as a beacon of culture,
21 | especially as younger generations may find a need to
22 | become educated about their heritage. Thank you.

23 |

24 |

25 |

1 MR. LOVICK: And next is Barbara.

2 MS. ZEPEDA: I'm Barbara Zepeda, Z-E-P-E-D-A,
3 and I live in the middle of Seattle. I've spent all my
4 life fighting freeways in this city.

5 A lot of my friends are dead. They lived out here.
6 All the people from the north end in Lake City all the
7 way down into Seattle have done what none of our elected
8 officials have done, and that is try to get withdrawal
9 and substitution and build transportation and not
10 asphalt.

I-210-001 The legal announcement of this meeting said it was
12 on 15th Northeast, and to me this is very typical of the
13 way we do our politics in the city.

I-210-002 There's no numbers here about the cost. There's not
15 even any mention of what I just heard because I was late
16 driving over here. I figured out it was here instead of
17 over on 15th.

18 We use four times our allotted amount of energy.
19 Europe uses twice as much as the world environmentalists'
20 assessment of energy use per capita.

21 We use four times what most people in the world use,
22 and half of our energy use is to get back and forth to
23 work in urban areas of a million people.

24 These are figures we had when those of us were
25 fighting for rail in the '60s and '70s. We in the

I-210-001

Sound Transit used several methods to advertise the Draft EIS public open houses and hearings that included the accurate address, including project website, postcard notice, print and web ads, email to the project listserv, posters, community calendars and blog advertisements. The name of the facility at which the meetings were held was also included so that people have all the information they need to find it. The legal ads placed in the newspaper used the correct address.

I-210-002

Project costs are discussed in both the Draft EIS and Final EIS in Section 2.7 of the Alternatives Considered chapter and in Section 5.3 of the Evaluation of Alternatives chapter.

1 Democratic Party got withdrawal and substitution into the
2 law through Magnuson, but all the elected officials
3 except for Royer refused to allow us to be on the ballot
4 to build rails like Portland did.

5 They got their 18 miles of rail for less than a
6 billion dollars. We're so stupid that we're building an
7 internal combustion tunnel that's four times in diameter
8 and 10 times the cost of a subway system tunnel.

9 We still do not have rail transportation as an
10 alternative. In fact, we have to have a car because we
11 design parking lots to use our transportation system, our
12 public transportation system.

13 This is so insane, but it is the obvious result
14 because the only time any of our national media actually
15 printed the facts about the conspiracy was in February of
16 '81 in Harper's magazine.

17 This was a lawsuit because all of the rail was built
18 by the municipal ownership and populace that took over
19 urban areas and built inner city rails at the beginning
20 of the last century.

21 They did it because they wanted to have jobs and
22 small business that made communities, and now what we
23 have is a system where this is no people who run the
24 transportation system, who design it --

25 MR. LOVICK: Barbara, we're going to have to

1 ask you to wrap up your comments, please.
2 MS. ZEPEDA: We have to have subways. We
3 have to have real rail systems. We can't be building
4 parking lots and paving over all of our land and making
5 everybody use a gallon of gas every day just to get back
6 and forth to work.

7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

1 LYNNWOOD, WASHINGTON; WEDNESDAY, AUGUST 21, 2013

2 5:50 P.M.

3 --oOo--

4 MR. BARTHOLET: My name is David Bartholet,
5 B-A-R-T-H-O-L-E-T. I live at 20316-52nd Avenue West,
6 Lynnwood, Washington 98036.

I-211-001 My concerns with the C1 and C2 route is that it
8 will directly affect many houses, families, and the
9 properties that we've worked so hard to buy and own and
I-211-002 maintain. I feel the C1 and C2 route would affect the
11 wetlands that are nearby, the public access that our
12 families use to walk -- to walk our pets and to just enjoy
13 the wetlands that are there.

14 Years ago there was a lot of money put into
15 maintaining and enhancing the wetlands. And we'd kind of
16 like to keep it that way. So in short, I propose the C3
17 route be the best alternative for everybody involved.

18 That's it.

19 ///
20 ///
21 ///
22 ///
23 ///
24 ///
25 ///

I-211-001

Sound Transit noted your concerns about the neighborhood impacts of Alternatives C1 and C2.

I-211-002

Thank you for stating your concerns about the C1 and C2 alternatives' impacts on the Scriber Creek park and wetland area and your support for Alternative C3. The Preferred Alternative in the Final EIS is a modified version of Alternative C3. See Chapter 2 for further details.

1 MS. ESCAMILLA: Escamilla.

2 MR. ROBERTS: Thank you.

3 MS. ESCAMILLA: Hello. So --

4 MR. ROBERTS: Can we just -- could you go ahead
5 and spell your name.

6 MS. ESCAMILLA: I will. I will. Okay.

7 MR. ROBERTS: Okay, good. And your address.

8 MS. ESCAMILLA: So it's D-E-R-I-C-A; last name,
9 Escamilla, E-S-C-A-M-I-L-L-A. My address is 20806-52nd
10 Avenue West. So I'm right on the corner of 52nd and 208th
11 Street.

12 And just for some context, can I get a show of
13 hands of everyone that lives on 52nd Avenue West?

I-212-001 14 Okay. I would like to ask Sound Transit how you
15 would feel sitting in your living room looking out your
16 window at an elevated structure right across the street from
17 your house? I have measured it, and it is approximately
18 70 feet from the corner of my fence line where the elevated
19 structure would go in. I measured it with your figures, and
20 it's -- it's within, like, five feet.

I-212-002 21 And so my big concern, I read through the whole
22 draft EIS, and I just feel like there's not enough -- I'd
23 like to see a figure that talks about, in distance to the
24 footings of this elevated structure, what are the vibration
25 impacts going to be, since I am so close.

I-212-001

This concern is consistent with the Draft EIS discussion of impacts on page 4-81, which concludes that the elevated guideway at this location would visually intrude upon the integrity and unity of this residential area and result in high level of change in visual quality. The Draft EIS discussed potential mitigation measures for visual quality impacts in Section 4.5.6. Proposed mitigation measures for visual quality impacts are refined in the Final EIS Section 4.5.6. The Preferred Alternative does not follow 52nd Avenue W.

I-212-002

There were few locations with vibration impacts in the corridor, and all impacts above FTA criteria will be mitigated. Attachment D, Vibration Impacts by Build Alternative, of the Noise and Vibration Technical Report lists the projected vibration levels, the distance to the nearest track and the FTA threshold for vibration impact (i.e., criteria) for each vibration sensitive receiver by alternative. Vibration impacts are expected when the projected vibration levels are equal to or greater than the FTA criteria. The table in Attachment D identifies the projected vibration levels in bold face font (in red) wherever vibration impacts are expected.

I-212-002 The corner of my house on 52nd and 208th Street is
 2 already settling naturally, very little, but it's settling.
 3 So I'm wondering, when this structure comes in, with that
 4 vibration -- I mean, I'm not seeing any -- there's a lot
 5 of -- I mean, I'm an environmental scientist, and I can read
 6 through this pretty good. But I'm reading through the
 7 technical vibration and noise thing, and it's like German.
 8 I mean, I'm not really getting a layman term or a figure
 9 that's telling me what this impact could be to my home.

I-212-003 Another thing is, of course, I'm concerned about
 11 the sound. It's kind of a traffic area already. But with
 12 the windows closed -- good windows -- it's okay. It's
 13 livable. But with this structure right outside my living
 14 room and the turn not even two, three houses down by the
 15 River of Life church, I read that there is going to be the
 16 wheel squeak. And like this gentleman said, with
 17 engineering over the years, that could be a major issue.

I-212-004 I voted for this. I am all for it. I'm against
 19 C1 and C2 because of the impact to the residential houses
 20 along the 52nd Avenue West. I am definitely for C3. And if
 21 you are going to chose C1 or C2, I feel like there needs to
 22 be more single -- you guys are acting like, Oh, well,
 23 because they're on that side of street, you know, there's
 24 this minimal impact.

 It's almost -- you may as well have put it on our

I-212-003

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.

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.

Wheel squeal only occurs on tight radius curves, not on a straight track, like the ones along this segment of the corridor. For areas with tight radius curves, trackside lubrication will be used to mitigate wheel squeal.

I-212-004

Thank you for your comments stating your overall support for the Lynnwood Link Extension project and your opposition to Alternatives C1 and C2 and reasons why.

I-212-004 | side of street. It's the same thing. It's still going to
2 | be there. We're still going to see it. We're still going
3 | to feel the effects environmentally, physically, and
4 | aesthetically. And I really feel like there needs to be
5 | more focus on us single-family residential homeowners that
6 | live along 52nd Avenue West.

7 | That's all I have to say. Thank you.

8 | MR. ROBERTS: Thank you.

9 | So those are all of the persons who have signed up
10 | for comment. Is there anyone who would like to make a
11 | comment? Please come to the mic.

12 | Or if not, I just want to make sure you know that
13 | there are all sorts of ways to comment. We're going to be
14 | here tonight until eight o'clock to answer questions or if
15 | you want to look at a little more of the detail or talk
16 | about some of the concerns that you have. So those are all
17 | available to you.

18 | Is there anyone else who would like to address us
19 | tonight?

20 | Please come forward and give us your name and
21 | address please. And if you wouldn't mind, spell it.

22 | ///

23 | ///

24 | ///

25 | ///

1 MS. ESCAMILLA: Can I add something really
2 quickly, please?

3 MR. ROBERTS: Sure. Really quickly.
4 And then I want to invite you all --

5 MS. ESCAMILLA: I forgot -- really quickly --

I-213-001 there was mention of nighttime construction. And so if, God
7 forbid that C1 or C2 get chosen, I just wanted to make the
8 comment that nighttime construction is just completely
9 unacceptable.

10 I mean, like that gentleman said, we don't work
11 all day to come home and not be able to sleep at night or
12 not be able to get into my driveway. I have a hard enough
13 time getting into my driveway in the current conditions,
14 much less with -- under construction during the day and road
15 closures and nighttime construction. So I just wanted to
16 say that I might have a heart attack.

17 Thank you.

18 MR. ROBERTS: Thank you.

19 Thank you all for being here tonight. And
20 please -- if you have questions, please -- our staff will be
21 here until eight tonight to continue to answer them, take
22 comments.

23 Thank you very much.

24 (Proceedings concluded at 8:00 P.M.)

25 -oOo-

I-213-001

For construction, the local construction noise ordinance would be applicable, and Sound Transit is committed to maintaining construction noise levels within the criteria. Further, construction noise for this project is similar to construction noise for a paving project, building construction or any other construction project and Sound Transit works with local residences and business to minimize construction impacts.

For nighttime construction, which may occur during some periods due to the heavy volumes of traffic on I-5 and other arterial roads, a noise variance would be required from each of the cities where construction would be performed. During that time, Sound Transit will work with the local jurisdiction to arrive at construction specifications that minimize construction impacts to nearby communities. Whether construction occurs during the day or at night, Sound Transit would maintain access to adjacent properties.

1 MR. GOODMAN: Hi. My name is Eric Goodman. I
2 live at 8010-181st Place in Edmonds. I'd like to speak
3 today --

4 MR. ROBERTS: Would you mind spelling your name?

5 MR. GOODMAN: Eric, E-R-I-C; Goodman,

I-214-001 6 G-O-O-D-M-A-N. I'm a strong supporter of this project. I
7 look forward to having light rail come to Lynnwood. I do
8 use the light rail, sometimes, that exists now.

9 I agree with many of the other commenters that C3
10 is probably the best alternative through Lynnwood because it
11 has the least impact. I also believe that C3 is good for
12 pedestrians. Especially if you could link it to the
13 pedestrian bridge that currently crosses 44th Avenue. I
14 think it will have a better linkage for pedestrians into the
15 core of what Lynnwood foresees as their downtown.

I-214-002 16 And the other topic I wanted to speak about is the
17 220th Street station. I think it's important to have a
18 station there at some point in the future to serve the dense
19 employment in that area. I don't know that the alignment as
20 it's projected right now is -- is the best. I'd like to see
21 something lower, closer to grade, maybe under the street
22 rather than over it.

23 And I understand that the ridership and the cost
24 may make it so that that station doesn't pencil out at this
25 point in time. But a lot of employees in that area actually

I-214-001

Your comments stating your overall support of Sound Transit's light rail expansion program and your support of Alternative C3 are noted.

I-214-002

Thank you for your comment stating your support for the construction of a light rail transit station at 220th Street SW under Alternative B2A.

Alternative B2A would be at-grade until south of the station. The guideway would be elevated to go over both the southbound on-ramp to I-5 as well as 220th Street SW and then continue with at-grade and cut-and-fill sections depending on topography as the route continues to the north. The Final EIS also evaluates an option for a potential station on the south side of 220th Street SW with the Preferred Alternative, as described in Chapter 2.

1 MS. KINMAN: Karen Kinman. And it's 5308-202nd
2 Place Southwest.

3 And I just wanted to -- I was really -- I'm really
4 happy to hear the comments tonight because I wasn't really
5 clear on all the different alternatives. And now it's
6 crystal clear.

7 I mean, when -- I guess what I want to talk a
8 little bit about is just living in Lynnwood. And it's not
9 the kind of place you really think about, I'm going buy a
10 house and live in Lynnwood. You just end up living here
11 sometimes. We raised our kids here. We raised our kids and
12 we -- it's just like the best place to live. And this
13 neighborhood that we ended up in is where everybody is
14 making comments on. It has such a character and has such as
15 culture to it.

16 We -- you know, my kids when they went to college
17 and come home with their friends, they'll take them to Talay
18 Thai and Kalia or JD's Market. And there's just a friendly
19 diversity and trees and all of the wildlife that everybody
20 talks about. It's not -- the feel is not big trains
21 overhead, Bellevue sky rises and stuff. The feel is quaint
22 and hometown.

I-215-001

And you know, it's fine if they want to make a
24 city center, but I think there's other ways we can get
25 people from the city center to the bus or the train station

I-215-001

Thank you for expressing your concerns for potential impacts to residences, businesses, and landscaping as a result of constructing one of the Segment C alternatives for the Lynnwood Link Extension project. The Draft and Final EIS analyze the potential impacts of project alternatives in Section 4.1, (acquisitions), 4.3 (economics), and 4.5 (visual impacts). The Final EIS includes mitigation measures refined since the Draft EIS.

I-215-001 | without tearing out businesses and people's homes and

2 | ruining the scenery and the trees.

3 | I guess that's about all. Thank you.

4 | MR. ROBERTS: Thank you. Thank you.

5 | Yes?

6 | ///

7 | ///

8 | ///

9 | ///

10 | ///

11 | ///

12 | ///

13 | ///

14 | ///

15 | ///

16 | ///

17 | ///

18 | ///

19 | ///

20 | ///

21 | ///

22 | ///

23 | ///

24 | ///

25 | ///

I-216-001

Your preference for Alternative C3 is noted. Section 4.3 of the Draft and Final EIS address potential property value impacts.

1 MR. LOVITT: My name is Douglas Lovitt. My
2 address is 5321-202nd Place Southwest in Lynnwood.

3 MR. ROBERTS: Would you mind spelling that?

4 MR. LOVITT: Yeah. It's L-O-V-I-T-T.

5 I am about four -- about four blocks from the most
6 heavily-impacted area. Many of these people here tonight
7 are my neighbors. And I want to say that I did have -- I
8 did have an absolutely wonderful meeting with people in the
9 Cedar Creek Condominiums the other night. And I have to
10 tell you, I'm really surprised at their openness and
11 willingness to want to see Sound Transit in Lynnwood. It --
12 throughout the entire community, I am hearing things that
13 people want transit here.

I-216-001
14 But what I am hearing is that the one route, the
15 C1 route -- and C2, which cuts through the middle of the
16 park, those are such high-impact routes and so high-cost
17 routes. I don't hear anything about impact -- impacts to
18 property values. I hear a lot about environmental impacts.
19 All of those are legitimate. And all of that stuff can be
20 minimized simply by going with C3.

21 C3 keeps the corridor -- the transit corridor
22 to -- located in an area where we already have transit. We
23 already have I-5. It minimizes the noise impacts; it
24 minimizes the environmental impacts; it minimizes the
25 property values; it minimizes the litter, the graffiti, all

I-216-001 | of the -- all of the impacts that we would have with C1 or
2 | C2.

3 | So I applaud my neighbors for coming up here
4 | tonight and being here tonight. I -- it takes a -- it takes
5 | a great deal of fortitude and courage to get up here and
6 | speak. And I appreciate the comments. I hope Sound Transit
7 | is listening.

8 | Thank you.

9 | MR. ROBERTS: Thank you.

10 | Is there anyone else who wishes to address us
11 | tonight?

12 | Yes, sir. If you'll give us your name, and spell
13 | it, and your address. Thank you.

14 | ///

15 | ///

16 | ///

17 | ///

18 | ///

19 | ///

20 | ///

21 | ///

22 | ///

23 | ///

24 | ///

25 | ///

I-217-001

1 MR. MAYES: My name is Mike Mayes, M-A-Y-E-S. I
2 own a company called Mayes Testing Engineers, and
3 unfortunately, C2 goes right through my building. So
4 obviously, I don't like that one.

5 I think the gentleman before me was pretty
6 eloquent. I also support the light rail. I see no reason
7 for C1, C2. That's a really nice residential street. It --
8 C1 takes my parking away. It -- it really screws up all
9 those businesses right there. And I would hate to have a
10 house there. I can't imagine what people who live on that
11 street would think about this, to have this 40-foot massive
12 structure come there through there.

I-217-002

13 C3 seems to be mostly undeveloped land. It seems
14 to be a straight shot. I've heard that, you know, people
15 might have to walk a little farther, but it seems like that
16 could be easily mitigated by rearranging the bus line.

17 So I'd say build C3, seems to be way to go. It's
18 the right -- the right approach. And it would be great to
19 have the line come to Lynnwood, but not through our
20 businesses and homes.

21 Thanks.

22 MR. ROBERTS: Thank you. Would you mind giving
23 either your business or --

24 MR. MAYES: Oh, okay. The address is 20225 Cedar
25 Valley Road.

I-217-001

Your overall support for the Lynnwood Link Extension project and your opposition to both Alternatives C1 and C2 is noted.

I-217-002

Your comment stating your preference for Alternative C3 is noted.

1 MR. ROBERTS: Thank you.
2 Next, I have signed up Gunars Sreibers.
3 ///
4 ///
5 ///
6 ///
7 ///
8 ///
9 ///
10 ///
11 ///
12 ///
13 ///
14 ///
15 ///
16 ///
17 ///
18 ///
19 ///
20 ///
21 ///
22 ///
23 ///
24 ///
25 ///

1 MR. MCDONALD: Thank you. My name is Kevin
2 McDonald, and my address is 20111-46th Avenue West.

3 MR. ROBERTS: McDonald, as in, M-C, capital D?

4 MR. MCDONALD: Yeah. M-C, capital D-O-N-A-L-D,
5 yeah.

6 MR. ROBERTS: Thank you.

7 MR. MCDONALD: And I just wanted to expand a
8 little bit about the -- the amount of spaces that you may
9 have. I share a property line with that -- with your
10 existing park-and-ride right there. And I have
11 park-and-ride customers parking on my property all the time,
12 which I'm fine with because I realize that it's over
13 capacity and everybody is just trying to get to work and
14 make a living and, you know, get through the day. So I
15 don't go and tow those cars off the parking lot.

I-218-001

16 But if you guys are going to funnel all the -- or
17 funnel as much as you can from up north until you get funds
18 to, maybe, further extend line, I don't know whether 500
19 spaces is going to be -- only adding 500 spaces is going to
20 be enough. Because as that gentleman expanded on and said
21 that it's -- was over capacity from day one and continues to
22 be, quite a bit.

23 So I don't know whether there's -- as you guys
24 continue to look at it, if there's any way -- as you build a
25 parking structure, that you could add more than the 500

I-218-001

The Final EIS considered options for additional parking for both Lynnwood and Mountlake Terrace stations, beyond the added spaces considered in the Draft EIS. In both locations, the additional parking beyond the added spaces assumed for the Preferred Alternative tended to worsen traffic impacts and did not markedly change ridership. The transit improvement with light rail also frees service hours for local transit operators, who could then increase service to the station, reducing parking demand. Mitigation measures to address spillover parking are described in Section 3.6.7.

I-218-001 | spaces, whether it's economically feasible or
2 | environmentally feasible, but maybe that's something further
3 | to look at.

4 | So that's all I wanted to say.

5 | MR. ROBERTS: Thank you.

6 | Thank you. Is there anyone else who wishes to
7 | address us here? Anyone else?

8 | ///

9 | ///

10 | ///

11 | ///

12 | ///

13 | ///

14 | ///

15 | ///

16 | ///

17 | ///

18 | ///

19 | ///

20 | ///

21 | ///

22 | ///

23 | ///

24 | ///

25 | ///

1 MS. MONAHAN: Hi. Mary Monahan, 5214-201st Place
2 Southwest, Lynnwood. And I am addressing the Lynnwood Link
3 extension.

I-219-001 4 Okay. First of all, I think we need light rail to
5 Lynnwood, and I voted for it. But we have three
6 alternatives, and it is a quite obvious one to me that C3 is
7 the less intrusive and has less impacts to our neighborhood
8 and community and wetlands.

I-219-002 9 I am deeply concerned about all the impacts the
10 whole project will have to our wetlands and the visual
11 impacts to our neighborhood. This project seems so
12 intrusive and massive and dangerous to our way of life. We,
13 on 201st Place Southwest, down by Sprague's Pond and Mini
14 Park, will also be impacted visually by the skyline and loss
15 of old-growth vegetation and trees in the Scriber Lake Park
16 and along 52nd Avenue and 200th. There is no way Sound
17 Transit can give all of this back after construction. These
18 trees are old growth and a buffer to freeway noise.

I-219-003 19 How can you expect us to embrace a cold and cruel
20 cement jungle over old-growth vegetation and trees and
21 wetlands with turtles; cutthroat trout; salmon spawning;
22 dragonflies; butterflies; birds of all kinds, including
23 eagles, blue herons, wood ducks, Canadian geese; also
24 raccoons, possum, beaver, river otter, frogs, and crickets,
25 and the serene sound of birds which have a calming effect

I-219-001

Your comment stating your overall support of the Lynnwood Link Extension project and your reasons that Alternative C3 is your preferred route for Segment C is noted.

I-219-002

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.

Visual impacts and mitigation are addressed in Section 4.5 which notes that the project would remove mature vegetation, which takes years to grow to restore screening.

I-219-003

The Preferred Alternative features modifications that help minimize wetland impacts and vegetation loss in several locations. It avoids an alignment along 52nd Avenue or 200th or adjacent to Scriber Creek Park. Even if other alternatives move forward, this project will abide by all applicable federal, state, and local environmental laws and regulations, including tree replacement requirements. Sound Transit's policy [Executive Order No. 1, Establishing a Sustainability Initiative for Sound Transit (2007)] on ecosystem mitigation is to avoid impacts on environmentally sensitive resources to the maximum extent practicable and to provide adequate mitigation to ensure there is no net loss of ecosystem function and acreage as a result of agency projects. Please also see Section 4.5.6 for usual impact mitigation measures.

I-219-003

1 rather than the stressful sounds of light rail.

2 Also the frogs have come back. Just a week ago,
3 we had six turtles come up our street and try to lay eggs in
4 the rocks right on our street.

I-219-004

5 This a protected wetland area labeled 4(f). And
6 as Linda said, right on the sign it says -- Scriber Creek
7 Park sign, says -- excuse me -- Funded by -- in part, by
8 Conservation Futures grant.

I-219-005

9 According to Page 481, C1 and C2 have high visual
10 impacts. Elevated guideways on east side of 52nd Avenue
11 West would visually intrude upon the integrity and the unity
12 of the residential area.

13 According to Page 4 -- or Section 4, Page 59
14 and 60, by the DEIS, both C1 and C2 would feature design
15 measures to avoid noise impact, but the elevated guideways
16 would change views. And alternatively, C3 would have the
17 least effect on the neighborhood because it is largely
18 adjacent or parallel to I-5.

I-219-006

19 We live in very special area that many people
20 don't realize what we have here in Lynnwood. It's our
21 little paradise of wetlands all in walking distance. It's
22 our little -- don't think -- okay -- I just don't think the
23 City of Lynnwood appreciates what we have.

24 Please choose C3 of the Lynnwood Link extension.

25 Thank you.

I-219-004

The Section 4.18 4(f)/6(f) analysis has been updated to note that Alternative C1 would not be implementable under its current configuration. Section 4.17 was updated to note the funding source for the park.

I-219-005

Your comment opposing the elevated alignments C1 and C2 near the neighborhood is noted.

I-219-006

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

1 MR. ROBERTS: Thank you.
2 Next, I have Derica Escamilla -- Escamilla.
3 ///
4 ///
5 ///
6 ///
7 ///
8 ///
9 ///
10 ///
11 ///
12 ///
13 ///
14 ///
15 ///
16 ///
17 ///
18 ///
19 ///
20 ///
21 ///
22 ///
23 ///
24 ///
25 ///

1 MR. RIEKSTINS: It's Valdis Riekstins. Last name
2 is R-I-E-K-S-T-I-N-S. My address is Woodinville, but I'm
3 here -- I'm here to actually speak about the Latvian
4 Lutheran church that's actually more -- closer to the
5 Northgate area.

6 I'm a member of the Seattle Latvian community. I
7 was born into it. And this structure stands as a living
8 landmark to our community. This is a facility that was
9 designed, financed, and built by my grandparent's
10 generation. A generation that was driven by their homeland
11 by war. They were forced from their homelands with little
12 to nothing to their name and fought their way to this
13 country to start a new, better life for their families.

14 And together with like-minded individuals, they
15 decided to create a center to teach the language and the
16 customs to their children and their children's children to
17 preserve their customs here in this land until their country
18 was free again.

I-220-001 19 I noticed on -- I noticed on your boards that this
20 facility is listed as a church. And I need this board to
21 understand that this facility is so much more than just a
22 house of religion. It is a hub for our Baltic-American
23 communities in the Pacific Northwest that houses a Latvian
24 Saturday school that I myself attended, that my children
25 will be returning to next month. It is home to so many

I-220-001

Thank you for your comments on the cultural importance of the church and center. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church and community center. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement. None of the Segment A alternatives evaluated in the Final EIS would displace the church or hall.

I-220-001 | Baltic arts and performances, folk dance rehearsals that my
2 | parents met and fell in love at, that my wife and I
3 | rehearsed at before we were married.

4 | This facility is crucial to our communities, and
5 | we cannot see it demolished or any way diminished. It
6 | serves as a monument to those in our community who are no
7 | longer with us who built it so we could have it for our
8 | children and their children.

9 | I -- I implore this -- this committee -- I -- I --
10 | you must preserve this center. It cannot be replaced; it
11 | cannot be substituted; it can -- we cannot be compensated
12 | for it. It is priceless to our communities. And any
13 | consideration of elimination of this facility cannot --
14 | cannot be considered. Thank you.

15 | MR. ROBERTS: Thank you. Gleb Shein.

16 | Can you give us your name and address and spell it
17 | for us? I probably didn't do it justice.

18 | ///
19 | ///
20 | ///
21 | ///
22 | ///
23 | ///
24 | ///
25 | ///

1 MR. SHANNON: Yes. I'm back here. I'm going to
2 have to stay where I am. I'll speak loudly if I -- as
3 much as -- as loudly as I can. It's J-E-F-F, S-H-A-N-N-O-N.

4 Thanks, very much.

5 So that's J-E-F-F, S-H-A-N-N-O-N.

6 I am in a very serious impact zone with my home
7 which rests on the corner of 204th and 52nd Avenue West
8 here, right across the street from the WorkSource building.

I-221-001

9 One thing I'd like to make -- a comment I'd like
10 to make, which is probably already a moot point, is that
11 while it's really gratifying to see the attendance here
12 tonight, I hardly think 5:30 is an optimum time for maximum
13 attendance for meetings like this. So you might want to
14 modify that in the future.

I-221-002

15 And I don't wish to sound cynical or paranoid
16 about this, but I've already noticed that several of the
17 viewpoint visualizations that are shown on the slides out
18 there are showing lots of trees around these tracks when the
19 tracks are supposed to be -- trees are not supposed to be
20 anywhere within 30 feet of the tracks. So a lot of these
21 pictures are already misleading. So we need to make sure
22 that we have honesty and integrity in visualizing these
23 future photos.

I-221-003

24 And my third comment would be that -- and I'm
25 sorry if this sounds very cynical, but it seems to me that

I-221-001

The public meetings that were held during the public comment period for the Draft EIS occurred between 5:30 p.m. and 8:00 p.m. The proposed time was selected to generate the greatest attendance because it coincides with a large population of commuters on their way home from work. Having the meeting held through 8:00 p.m. allows for attendance from individuals outside the targeted commuter group. In addition to the public open house/public hearing, there were other opportunities to comment including sending written comments and emails directly to Sound Transit. The Draft EIS was made available to review on Sound Transit's website, at multiple public libraries and Sound Transit offices, and were available for purchase. Chapter 6 of the Final EIS includes additional details about the project's public involvement and agency coordination plan.

I-221-002

Photo simulations of the alternatives are consistent with the tree clearance policies of Sound Transit for operation of the light rail system. In general, vegetation is cleared 30 feet from the centerline of elevated structures, which is about 15 feet from the edge of the structure. For at-grade sections, branches and drip line are maintained to be at least 10 feet from the overhead catenary system (the wires that provide power).

I-221-003

Thank you for your comments.

I-221-003 | somebody being on the board of Sound Transit and a city
2 | council member, strikes me as something of a potential
3 | conflict of interest.

4 | Thank you.

5 | My address is 20406-52nd Avenue West, which is
6 | ground zero for C2.

7 | MR. ROBERTS: Thank you.

8 | Okay. Next, we have Linda Willemarck or
9 | Willemarck. I'm sure I'm not doing that quite right, but,
10 | Linda, you can correct me.

11 | ///

12 | ///

13 | ///

14 | ///

15 | ///

16 | ///

17 | ///

18 | ///

19 | ///

20 | ///

21 | ///

22 | ///

23 | ///

24 | ///

25 | ///

I-222-001

Thank you for your comment stating your preference for Alternative C3 and the reasons why.

1 MR. SHEIN: Good evening. I'm Gleb Shein,
2 S-H-E-I-N. I am from Lynnwood, 4820-200th Street Southwest.
3 And I would like to welcome everyone here, including Sound
4 Transit.

5 First and foremost, I'm glad that Sound Transit is
6 finally going to build a viable alternative to daily
7 stop-and-go commuting in the form of light rail. Okay? It
8 should have been built yesterday. However, this incredibly
9 sophisticated project unnecessarily intrudes into our public
10 parks, churches, neighborhoods, businesses, and high-density
11 residential communities.

I-222-001

12 There are different alternatives proposed within
13 Lynnwood, the C1, C2, and C3 alternatives. Please consider
14 these statements and choose to build on the route described
15 as the C3 alternative. Okay?

16 According to the DEIS, the draft environmental
17 impact statement, the C3 alternative is the least expensive
18 of the three, the least intrusive, the one that affects the
19 least amount of public parks and private businesses, and the
20 only one that does not displace any families.

21 On Page 27 of your environmental impacts and
22 mitigation, or EIM document, the C3 alternative would end up
23 in the Lynnwood city center core zone, an area envisioned to
24 include a dense mix of commercial, residential, office, and
25 retail space.

I-222-002

The C1 alternative accomplishes the complete opposite. It destroys high-density commercial, residential, and retail space. Why do you need to unnecessarily demolish something that you envisioned just to rebuild it many years later and at who knows what higher costs? Okay?

Both the C1 and the C2 alternatives also unnecessarily run in the middle of our neighborhoods, in the middle of a residential street, in the middle of a protected park -- okay? -- the Scriber Creek Park. This park includes wildlife habitat, protected forest wetlands. The C1 and C2 alternatives would take out a large portion of this park. Yet on Page 28 of the EIM, you write that the conversion of this land to transportation use would not alter the overall pattern of land use or character in this area.

How so? I ask. 40- to 60-foot pillars in the middle of wetlands, in my opinion, dramatically alter the overall pattern of land use, and not just any -- of any park, but anywhere. Okay?

Finally -- I have ten seconds?

I-222-003

In the entire project, the entire length of light rail from Seattle to Lynnwood, only the C1 would go through what's called the Level 5 hazardous materials site. If you're right, you would need long-term monitoring. C3 does not go through a Level 5 hazardous materials site.

Thank you very much for your time and

I-222-002

Your comments stating your opposition to Alternatives C1 and C2, based on your concerns for the negative impacts of these alternatives on residential and commercial land uses, neighborhood cohesion, parklands, wildlife habitat, and wetlands are noted. The EIS analysis of land use is based on the overall effect of the project on land use plans and land use patterns in the city. More localized concerns about changes to neighborhoods are covered in Section 4.4. The assessment of the visual impacts of the elevated rail guideway through the park is discussed in Section 4.5, as well as in Sections 4.17 and 4.18. Table 4.5-1 identifies visual impacts at various viewpoints along the project corridor by alternative. In this table, the assessment of visual impacts is designated as "High" (not "Low" or "Medium") for Alternatives C1 and C2 as they travel through Scriber Creek Park. The analysis of visual impacts presented in the EIS is in agreement with your own assessment of these impacts.

I-222-003

Your preference for Alternative C3 is noted. You are correct that Alternative C1 would pass through a hazardous materials site that Sound Transit has ranked as high priority, and which is currently undergoing long-term monitoring. You are also correct that Alternative C3 does not pass through a hazardous materials site that has been ranked as high priority. See Section 4.1.2 of the Final EIS for further details.

1 everyone who attended.

2 MR. ROBERTS: Thank you.

3 Next, we have Mike Mayes.

4 ///

5 ///

6 ///

7 ///

8 ///

9 ///

10 ///

11 ///

12 ///

13 ///

14 ///

15 ///

16 ///

17 ///

18 ///

19 ///

20 ///

21 ///

22 ///

23 ///

24 ///

25 ///

1 MR. SREIBERS: Hello. My name is Gunars Sreibers.
2 That's G-U-N-A-R-S, S-R-E-I-B-E-R-S. And I'm representing
3 the Latvian Lutheran church and community center located
4 just north of Northgate.

I-223-001

5 And I realize that we're a long ways at the other
6 end of the line here, but just as your community here in
7 Lynnwood's expressing your concerns about this project, we
8 also want to get our information out in terms of the impacts
9 on our community center and make the community and everybody
10 involved in this project aware of just exactly what impacts
11 are going to occur to the Baltic community as a result of
12 this.

13 We were extremely disappointed in the draft EIS's
14 lack of recognition for the social and cultural
15 contributions of our Baltic community that our center
16 provides both Seattle and the Pacific Northwest. As was
17 mentioned before, we are the hub of the Baltic community
18 here in the Pacific Northwest. The draft EIS really failed
19 to address, you know, the long-term impacts -- short-term
20 construction impacts and long-term impacts on the facility.

21 Our facility represents thousands of people that
22 come to use this facility. There are numerous activities,
23 as was mentioned before. This is not just a church. This
24 is really a community center for the entire Pacific
25 Northwest extending to Alaska and all the way down to

I-223-001

Thank you for your comments describing the cultural importance of the Latvian Evangelical Lutheran Church. The impacts to the church were identified in several sections of the Draft EIS, and this information has been updated in the Final EIS to reflect the design measures taken to avoid displacing the church. Sections 4.1 and 4.4 in the Draft EIS mentioned the church specifically, with 4.4 including both long-term and construction impacts discussions, and this information has been updated and further detailed in the Final EIS. All other sections describe construction impacts and long-term impacts occurring along the corridor.

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.

1 California.

2 The activities that go on there are church
3 services in three different languages, Latvian, Lithuanian,
4 and Estonian; special events and holidays that are unique to
5 the Baltic countries. There's a Latvian language school
6 that's been in existence at this facility for over 60 years.
7 This is used -- this facility used for national and
8 international dance and choir groups that practice there.
9 It's a center for fraternities from the universities of
10 Latvia, Lithuania, and Estonia -- and sororities -- that
11 meet regularly there. There are numerous senior activities
12 that are also ongoing at this facility.

13 It also is the election center for the Baltic
14 elections for the elections that happen in Latvia,
15 Lithuania, and Estonia and allows their citizens to vote in
16 the election of their countries.

17 And the -- and the center really has been a hub
18 for establishing the Baltic Studies Program at the
19 University of Washington and continues to fund that program.

I-223-002

20 If the center is disrupted, it is unacceptable to
21 the Baltic community. Any option that comes close or moves
22 the center will be devastating and, in all likelihood, lead
23 to the demise of the many of the activities that currently
24 happen there. In reality, it will end the Baltic
25 community's presence in the Northwest and the cultural

I-223-002

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 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.

1 MR. WALKER: I am James Walker. And I'm at
2 20308-52nd Avenue West. And it's W-A-L-K-E-R.

3 I'd like to comment on the impact to the
4 Lynnwood park-and-ride lot. Right now we have a facility
5 that functions very well for buses as well as car pools and
6 van pools. You see them going through all the time.

I-224-001

My concern is that with addition of light
8 rail, we won't have enough parking. The park-and-ride lot
9 is over capacity and, as far as I know, has been from the
10 day it opened. And so I am hoping you will expanding the
11 parking for the light rail as well as for more carpools,
12 vanpools, and transit users.

I-224-002

I don't want to see light rail come in and
14 steal from other modes that are alternatives to single-use
15 vehicles. We don't want to trade off those options against
16 each other. We want to get people out of cars and into the
17 city in as many modes as possible.

I-224-003

I'm noting that in Mountlake Terrace, the
19 interchange there is not accessible from the north. And so
20 there's a minimal usage of that by vans and car pools.

21 If you extend -- if you add a station at
22 220th, it would be nice, in the southbound direction from
23 the north, if you could widen that ramp. It already backs
24 up most of the day. It's down to maybe 50 miles an hour
25 almost 24/7. If you could extend that up to the Mountlake

I-224-001

The park-and-ride lots have generally been sized to accommodate a balance between forecasted parking demand and minimizing potential impacts created by the facility. The Final EIS includes additional analysis of more parking at Lynnwood and Mountlake Terrace.

I-224-002

Thank you for your comment on concerns that the proposed light rail service between Northgate and Lynnwood could reduce bus ridership in the area. See Section 3.2.2 for a discussion of transit impacts. Overall, transit ridership, both buses and light rail, would increase through 2035. The light rail service would be faster, more frequent, and operate for longer periods each day than bus service. Following the construction of the Lynnwood Link Extension project, it is expected that the bus transit agencies serving the Northgate to Lynnwood corridor would revise their service plans to both revise routes to serve the new light rail station as well as expand services elsewhere (see Section 3.4 Indirect and Secondary Impacts).

I-224-003

Adding access to and from the north between 236th and I-5 is outside of the scope of this project. Traffic to and from the north would either have to use the Lynnwood Station or 220th Street Station (if built) or use the local street system to access the Mountlake Terrace Station.

I-224-003

Terrace exit, which is 236th, if you could extend it to the
north so that people from the north could have access to the
Mountlake Terrace station, I think that would help a lot,
the big structure right there.

And that's my comment, really.

MR. ROBERTS: Thank you.

Sir?

///

///

///

///

///

///

///

///

///

///

///

///

///

///

///

///

///

///

1 MS. WALKER: I'm Janice Walker, J-A-N-I-C-E,
2 W-A-L-K-E-R. My address is 26308-52nd Avenue West in
3 Lynnwood 98036.

I-225-001 My house is located -- if the elevated train goes
5 down C1 or C2, we would be looking at footings out our front
6 window. And I would like to see Sound Transit and the City
7 of Lynnwood adhere to the C3 plan that keeps it along I-5.

I-225-002 The reason for that is two-fold. My first reason
9 is because I love my home. I don't want the noise. I
10 worked very hard on this property since 1997 when we
11 purchased it. And I now have a nice home where I can relax
12 and was hoping that I would be able to not have an increased
13 noise level which will be brought by the train and the
14 increased scheduling.

15 The train would run longer than the bus lines run,
16 and we would have noise in the middle of the night, which I
17 find disruptive. It would be disruptive. And I really
18 don't want to have the peace of my home destroyed. It means
19 a lot to me.

I-225-003 And as a resident of Lynnwood, I feel that the
21 City has not done a very good job at integrating that
22 particular neighborhood into the rest of the city. It's
23 pretty much a portion of the city that has been ignored.
24 And running a train down our street is like a slap in our
25 faces saying that we're not important to the city other than

I-225-001

Your comment stating your preference for the Alternative C3 is noted.

I-225-002

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

Sound walls are planned for all alternatives in this area, either at-grade or elevated, as mitigation for the light rail impacts.

I-225-003

Thank you for your concerns about the impacts to neighborhood character and cohesion from Alternatives C1 and C2 in Lynnwood.

I-225-003 | to use us as disposable residents for our property.

I-225-004 | My second reason is because, since 1997, I have
3 | watched the development, ecologically, of Scriber Creek
4 | Park. And in that time, in the time that we have lived
5 | there, we've done fish watch. And we went from, 10 or 15
6 | years ago, having no fish in Scriber Creek Park in the
7 | overflow in the lake and also in that trail area, wetland
8 | between 52nd and the park-and-ride, there were no fish
9 | there. There was not a lot of wildlife.

10 | And in that time, there are now fish. There are
11 | at least two varieties that I saw listed in this public
12 | meeting. We have also seen an increase in heron population.
13 | We have seen an increase in the types of ducks and birds
14 | that live in our -- in our ecosystem there. I've seen wood
15 | ducks. I have seen bald eagles flying over my house. And I
16 | have also seen shoveler ducks.

17 | And I don't want to see that destroyed by having
18 | Sound Transit and the City see fit to have a train go right
19 | through the wetland or the edge of the wetlands where it's a
20 | sensitive area. I feel that by keeping the train along I-5
21 | that the transit system could be better served and the
22 | ecosystem could be better served.

23 | I do understand that there is a certain area of
24 | sensitivity along I-5, but I feel that by using -- by using
25 | this, they would be able to mitigate some of the impact in

I-225-004

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. Section 4.8 discusses impacts, including mitigation in Section 4.8.6.

I-225-004 | other areas by keeping it along I-5 and not down 52nd.

2 That's all.

3 ///

4 ///

5 ///

6 ///

7 ///

8 ///

9 ///

10 ///

11 ///

12 ///

13 ///

14 ///

15 ///

16 ///

17 ///

18 ///

19 ///

20 ///

21 ///

22 ///

23 ///

24 ///

25 ///

1 MS. WALSH: My name is Maryellen Walsh. I live at
2 Cedar Creek Condominiums. And I've lived there for 24 years
3 and have become extremely fond of Scriber Creek Park.

I-226-001

4 And I do have some legal background. I'm not a
5 lawyer. But one of things that I checked into early on was
6 the 4(f) regulation. And Scriber Creek Park is protected
7 under 4(f). It is the only route in the three C
8 alternatives that has 4(f) protection. And in order to cut
9 through that park, you going to have to get a de minimus
10 letter from the Federal Transit Authority.

I-226-002

11 And it seems, with everything that has been said
12 about the C1 an C2 alternatives, the impact on the
13 community, the neighborhood -- the people across the street
14 from us, Oxford Square, are just appalled that they're going
15 to have look at this steel -- or cement contraption. And
16 they're talking about crime in their neighborhood as it is,
17 and this will just increase the crime.

I-226-003

18 Further, the graffiti that will go on the posts in
19 the park is -- it will just completely alter the park
20 experience. And having an electric train rumbling over your
21 head while you trying to listen to birds and appreciate the
22 wildlife and the beauty of having this great oasis in the
23 middle of the city will be completely ruined.

24 I say go with C3. Thank you.

25 MR. ROBERTS: Thank you.

I-226-001

You are correct that Alternative C1 would be subject to a Section 4(f) use determination. The Final EIS Section 4.18 notes that FTA has determined a Section 4(f) use would occur, as a de minimis determination was not available because the City of Lynnwood was not able to concur.

I-226-002

Thank you for your concerns about the impacts to neighborhood character and cohesion from Alternatives C1 and C2 in Lynnwood. Section 4.5.4 compares the visual impacts of the three alternatives, and Section 4.14.2 discusses changes in neighborhood crime rates associated with the guideway and transit station areas.

I-226-003

Thank you for your comment stating your preference for the C3 alternative and the reasons why.

1 MR. WHITTALL: Corey Whittall, C-O-R-E-Y,
2 W-H-I-T-T-A-L-L. I live at 20505-53rd Avenue West.

I-227-001 | My one concern here is the tree line that we have.
4 And one thing -- yeah, we all voted for this to come into
5 Lynnwood. Appreciate that, but we've also voted for and
6 paid for the school district to put their administration
7 building on that lot where the school was taken down, Cedar
8 Valley Elementary. And no one's been able to answer the
9 impact that the structure would have on -- C1 and C2 -- to
10 the entrance of administration building.

I-227-002 | They already did speak about the noise level
12 being, you know, pushed back and everything if it stays with
13 the C3. Which I appreciate that. But in the pictures that
14 you guys show on your Web sites here, you're all -- most of
15 them are no trees on 52nd. That tree line right there, on
16 52nd that was the buffer from the school, would all be
17 downed. And I'd be standing in my backyard looking at this
18 train. The train would be over my house, basically.
19 Because I live right by -- right behind the grange hall. So
20 my backyard would be staring right at it.

I-227-003 | So going to work every day in construction,
22 dealing with traffic and everything, and then coming home to
23 sit peacefully in my backyard, except for, now, I have a
24 train over my head. It's not going to work for me.

25 Anyway, I just wanted -- I just wanted people not

I-227-001

Thank you for your comment stating your overall support of the Lynnwood Link Extension project, but your concerns about the anticipated adverse impacts of Alternatives C1 and C2 particularly along 52nd Avenue W. The Preferred Alternative in the Final EIS is a modified version of Alternative C3. Some of the tall trees would be removed on the east side of this street for the elevated guideway. As shown in Figure 4.5-6, the visual impacts from residences on the west side of the street is shown as "High" impact. The visual impacts on the east side of the street are designated as "Low" as the area is zoned light industrial and not residential.

The entrance to the Edmond's school district property would be maintained.

I-227-002

The analysis on Draft EIS page 4-81 concludes that the elevated guideway would visually intrude upon the integrity and unity of this residential area. Figure G-118 shows the typical vegetation that would be retained adjacent to the guideway. The largest grouping of mature trees along 52nd Avenue West is adjacent to the former school site north of Dolores Avenue and these trees would likely be removed to accommodate the elevated guideway.

I-227-003

Thank you for your comments stating your concerns about the potential traffic, noise, and visual impacts of the project along 52nd Avenue W. during project construction and future operation.

1 to forget about the administration building for school
2 district as well, which we all paid for.

3 MR. ROBERTS: Thank you.

4 ///

5 ///

6 ///

7 ///

8 ///

9 ///

10 ///

11 ///

12 ///

13 ///

14 ///

15 ///

16 ///

17 ///

18 ///

19 ///

20 ///

21 ///

22 ///

23 ///

24 ///

25 ///

1 MS. WILLEMARCK: Yes. Linda, L-I-N-D-A; last name
2 is Willemarck, W-I-L-L-E-M-A-R-C-K. And I live in the
I-228-001 | Lynnwood area. I'm also one of the 77 acquired and removed
4 properties if they choose C1.

5 We did bring photos tonight -- we put them out in
6 the lobby -- of both the home, the condo area that we live
7 in. We're 90 percent occupied there. People have lived
8 there for decades. The condos were built 35 years ago. So
9 the huge pictures of trees are real in those photographs out
10 there and for the park.

11 I wanted to refer to -- in your reader's guide to
12 the DEIS, on Page 2, it says, And EIS proposes action that
13 will help mitigate unavoidable impacts.

14 I don't see any mitigation needed for C1 because
15 there aren't any unavoidable impacts. They can all be
16 avoided if you simply go down to C3.

I-228-002 | The other thing I wanted to say is that we're a
18 thriving community right now. There are 31 businesses up
19 and running right now, employing people from physical
20 therapy, Oriental medicine clinic, community clinics, and
21 others who will lose their place of business. And I
22 believe, as Gleb said earlier, tearing down now what you
23 want to build later seems like a whole lot of work when we
24 already have it and it already exists.

I-228-003 | C1 is the most expensive. It does affect the most

I-228-001

Your preference for Alternative C3 is noted.

I-228-002

Thank you for your comments about the stability and strength of the Lynnwood community. Following the publication of the Draft EIS, Sound Transit received a substantial number of comments in support of Alternative C3 due the community impacts of Alternatives C1 and C2.

I-228-003

Sound Transit identified a modified Alternative C3, as the Preferred Alternative. Please see the Chapter 2 of the Final EIS for a description of the Preferred Alternative.

I-228-003 | people in business by a huge margin compared to C2 and C3.
 2 | It's not minor differences. It's 77 properties of
 3 | homeowners to one and nothing. It is 31 businesses compared
 4 | to three and one. It's a huge difference. I think C3 is
 5 | the obvious choice.

I-228-004 | The other thing I want to bring up is, I saw the
 7 | other day that Lynnwood is asking Snohomish County for
 8 | monies from the Conservation Futures grant, which they
 9 | receive. They're asking for \$7 million in order to purchase
 10 | land to conserve for the future, which I think is a great
 11 | idea. What confuses me is that the Scriber Creek Park
 12 | sign -- if you go to the park and read the sign, it says,
 13 | Funded, in part, by the Conservation Futures grant.

14 | So here we are asking for \$7 million to buy
 15 | property on this hand; and on this hand, we are considering
 16 | giving up property purchased by those same funds in 1991 to
 17 | give to Sound Transit to build on. And I have a real
 18 | problem trying to digest that.

19 | That's -- oh, my address I'm 4900-200th Street.

20 | MR. ROBERTS: Thank you.

21 | Next is Mary Monahan.

22 | ///

23 | ///

24 | ///

25 | ///

I-228-004

Your comment is correct that Conservation Futures Funds were used as part of the funding to acquire property for the park. If the alternative selected for the project requires use of Scriber Creek Park property, Conservation Futures funding requires approval of the transfer by the original funding jurisdiction, as well as mitigation for impacts. The Preferred Alternative avoids this concern.

1 MR. WILLIAMSON: I may wonder about one thing. On
I-229-001 | the C3, is that station going to be between 44th and 46th
3 Street because -- well, I mean, 44th and 46th Street?
4 Because 46th raises up and is a car pool set of lanes.

5 MR. ROBERTS: You know, and I'm going to ask, if
6 you don't mind -- because that's good question. I don't
7 have the answer to that. And we're not going to have a --
8 we don't have a dialogue in this process. But we certainly
9 do have people to answer those questions. So if you
10 wouldn't mind, I think we'll have staff try to give you an
11 answer to that. And that's a great segue to --

12 MR. WILLIAMSON: Because that's what this fellow's
13 going to --

14 MR. ROBERTS: No, no. And I get that. But I want
15 to be clear. What we're doing here in this part of our
16 program tonight is, I'm not going to enter into a dialogue.
17 I would tell you, I would be the last person to be able to
18 talk in good detail about this, though I have gone through
19 the sites, all of them.

20 But the staff is here to answer those questions
21 and can do that.

22 Let me first say thank you for all of you coming
23 tonight, taking your time out of your evening to be here
24 with us and share comments. That is important, and we are
25 in the process of gathering these comments. This is what

I-229-001

Thank you for your comment stating your concerns over siting of the Alternative C3 station and potential traffic impacts on adjacent roadways. For this alternative, the station would be elevated and the track guideway approaching the station would be elevated above 46th Avenue W. Option 1 assumes the existing transit center would remain at its current location. Under Option 2, the bus transit center would be relocated adjacent to the light rail station with a conversion to transit-only vehicular traffic on 46th Avenue W. The Preferred Alternative has a station closer to the transit center and includes street improvements on 200th Street SW and along 44th and 46th Streets (see Appendix F). Chapter 3 describes the operational effects of all of the alternatives.

1 MR. WILLIAMSON: Well, okay. I could have -- I
2 could have given you a full earful. I'm going to try to
3 write this down later on, on my draft comment form.

I-230-001 But I have concerns about things such as, well,
5 noise issues, particularly on the curve. Of course, that's
6 always a wear-and-tear issue, when it gets down to
7 engineering, better solved by keeping the line straight.

I-230-002 There's wildlife involved were I live. Frogs come
9 into the condo units where I live, kind of in between the
10 place. It's pretty well landscaped and things like that.

I-230-003 And -- and hey, I also live there. It's Cedar Creek
12 Condominiums. And I would be one of the 77-odd people that
13 would be displaced if the C1 alternative were taken. And I
14 think there are at least 33 businesses I've counted along
15 the basic route.

I-230-004 And then there's earthquake damage. I mean,
17 everything is going to have to be dug down and designed
18 to -- to keep the earthquake from causing problems due to
19 liquefaction. I remember the Nisqually earthquake back in
20 2001, February 28th, comes back, you might say like the old
21 rock-and-roll song, with a shake, rattle, and roll. And the
22 big thing, of course, is not -- the big concern is not the
23 first two, but the third.

24 And as Kobe, Japan in 1995 proved, you can build
25 your buildings straight up, and it will be well-structurally

I-230-001

It is Sound Transit's Policy to mitigate all noise and vibration impacts, per FTA criteria. Noise and vibration mitigation measures will be included in the project for identified impacts.

Wheel squeal only occurs on tight radius curves, not on a tangent track, like the ones along most segments of the corridor. For areas with tight radius curves, like the curve to 52nd Ave, trackside lubrication will be used to mitigate wheel squeal.

I-230-002

Your concerns about wildlife impacts are noted.

I-230-003

Thank you for your comment stating a preference against Alternative C1. Sound Transit recognizes your concern for the residents and businesses that would be displaced with Alternative C1.

Sound Transit policy provides for a fair and equitable means of addressing real property impacts across its projects, and this includes relocation assistance a manner consistent with state and federal law.

I-230-004

The Draft EIS and Final EIS include a summary of the geologic hazards that have been identified in the project areas. The project design will address identified geologic hazards, and will include earthquake engineering in accordance with applicable building codes addressing factors such as ground shaking, liquefaction, lateral spread, liquefaction-induced settlement, and seismically-induced slope instability. The earthquake engineering building codes incorporate research on hazards from identified faults in the Puget Sound area.

I-230-005

Thank you for your comments.

I-230-004 1 engineered. But if you've got it on muddy ground, you've a
2 problem, liquefaction. And some of these buildings keeled
3 over fell over against one another and shattered the whole
4 ground. There were people that were killed. So that's
5 simply something, as you're building up.

6 I may have some little things about making sure
7 that this gets into the final draft because I did -- final
8 form because I did not see some of those things addressed in
9 the draft EIS, particularly engineering problems.

I-230-005 10 And of course, I would probably urge everyone,
11 walk the route and ask the people in the areas on all three
12 routes, how is it going to effect them if one, another, or
13 the third alternative is taken. And of course, when you get
14 down to end of it all, you're still going to have some other
15 businesses beyond 44th that will still be impacted until you
16 get back to the Interurban buffer -- buffer strip.

17 And generally from that point going, I would say
18 keep the route, if you're facing north, to the left side of
19 the freeway pretty much all the way up as far as you go,
20 Everett, Marysville, et cetera. That would probably do it.
21 And if you keep the curves at a minimum, you'll have far
22 less wear and tear and less noise.

23 I've been a engineer and I've looked at some of
24 the logging roads that I worked on years ago. Some of them
25 are now washed out because people forgot deferred

I-230-005

1 maintenance is the most expensive of all. And when they're
2 not kept up, the damage and the loss could be great.

3 And I also remember Jesus had two parables. One
4 was about a man who did not count the cost. And when he ran
5 out of money, his pyramid, his project, was only half
6 complete. And everyone came around to ridicule him on the
7 results.

8 Another one was about the man who built his barn
9 and decided he's going to add more to include his increased
10 harvest. But God came at the night that he was patting
11 himself on the head saying, I'm going live life with ease
12 now.

13 And God came and said, You fool, don't you know
14 that tonight your life be taken from you, and who will enjoy
15 our acquisitions then?

I-230-006

16 So I say, count the costs, look ahead, but also
17 look behind you. Because I also remember a boondoggle in
18 Ballard, back in the turn of century. And people got set up
19 on than to too.

20 MR. ROBERTS: Thanks, Mr. Williamson.

21 Let me just say, I forgot to mention that the
22 comment -- the extended comment period ends September 23.
23 So there is certainly time to add comments until
24 September 23.

25 MR. WILLIAMSON: Thank you. Walk the routes so

I-230-006

Thank you for your comment. Costs will be among the factors the Sound Transit Board will consider in selecting the project to be built.

1 you know what you've got.

2 MR. ROBERTS: Thank you.

3 The next person I have signed up is Valdis
4 Riekstins.

5 ///

6 ///

7 ///

8 ///

9 ///

10 ///

11 ///

12 ///

13 ///

14 ///

15 ///

16 ///

17 ///

18 ///

19 ///

20 ///

21 ///

22 ///

23 ///

24 ///

25 ///