

I-231-001

Thank you for your comment stating your preference for a station at NE 145th Street.

From: SAMUEL H BESS <shbess116@msn.com>
Sent: Sunday, September 08, 2013 11:13 PM
To: Lynnwood Link DEIS
Subject: Station selection between 145th and 155th ST

TO: Lauren Swift

I-231-001

We prefer/chose the 145th Station location for the following reasons:

1. The location is more open, will require small habitat removal, and is already at grade for a ground level station platform.
- 2, 145th St East and West is a major arterial well developed with the potential for major upgrades with an eye to future residential and business development in support of the new station location.
3. WDOT should be able to give right-of-way in larger portions at this location allowing for the addition of a 650+ vehicle parking facility with transit access by both CT and Metro.
4. The city of Shoreline has already agreed to accept responsibility for both sides of 145th St.
- 5 145th St has the best development potential for high density residential housing with collateral business development.
- 6 Perhaps with some vision, a restaurant (glass house concept) over the freeway on the bridge like the one in Chicago (MacDonalds) would be a corporate contribution to the upscale of that venue.

Samuel Bess
Gwen Bess
116 NE 158th St.
Shoreline, WA 98155

From: Michael Cameron <michaelfcameron@gmail.com>
Sent: Tuesday, September 10, 2013 10:57 AM
To: Lynnwood Link DEIS
Cc: Swift, Lauren; Michael Cameron
Subject: Comments on Draft EIS - Lynnwood Link
Attachments: 2013-Sep-09_SoundTransit_DEIS.pdf; ATT00001.htm

Ms. Swift,

The attached letter contains my comments and suggested edits on the Draft Environmental Impact Statement for Sound Transit's proposed Lynnwood Light Rail Link. I hope that you will give this letter and its suggestions your full attention and consideration. I welcome the opportunity to talk with the Board about them in further detail.

Michael Cameron, Ph. D.
20035 12th Ave NE
Shoreline WA, 98155
(206) 321-7740
michaelfcameron@gmail.com

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

Ms. Swift,

This letter contains my comments on the Draft Environmental Impact Statement (Draft EIS) for Sound Transit's proposed Lynnwood Light Rail Link.

I am a supporter of Sound Transit Light Rail and conceptually I think that the Lynnwood link extension will benefit the region. All of the current designs however, will have significant and negative impacts on my property values, my families' quality of life, and potentially our safety. I have read relevant parts of the Draft EIS and I do not think that the noise, and particularly visual, and safety impacts of the designs have been properly accounted for, especially in my case. I suggest five ways that the Final EIS should be modified and present two minor modifications to the route, either of which should mitigate all of my concerns at little additional cost.

I live in Shoreline's Ballinger neighborhood at 20035 12th Ave NE. My property borders, and is directly east of, the I-5 northbound off ramp for Exit #177.

I-232-001

Noise Impacts

The Draft EIS suggests that the additional noise from the train will be minimal. I am skeptical about the noise estimates for two reasons:

- The model for estimating noise uses data from microphones that were not placed very close to my property. My house is situated on top of the only hill in the neighborhood; as such, it seems unlikely that the model output accurately represents conditions at my house.
- There are many trees, shrubs and other vegetation that will have to be removed to install the elevated tracks. It is unclear if this reduction of sound-absorbing vegetation was considered when modeling the increase in noise.

1) In the Final EIS, I would like to see the estimates for noise impacts at my property revised to account for and address these concerns.

I-232-002

Visual Impacts

The Draft EIS identifies the visual impact for my address as "Low". By any definition, this is clearly incorrect.

- All current designs have the track, less than 90 feet from my property and elevated 25 feet from the ground (or approximately 15 feet above the I-5 off ramp). Adding the train height of 12 feet and additional superstructure suggests a combined sight impact nearly 40 feet tall.
- My current view towards the off ramp is of 125 feet of light-filtering (and noise dampening) evergreens. Replacing this natural view (a primary reason we bought the property and the defining characteristic of the neighborhood) with a three story tall structure not a "low" visual impact.
- I have attached my artists renderings (Figures. 1a-c) of what our backyard will look like after the elevated track is built as designed in the Draft EIS. Again, clearly not a "low" visual impact.

2) In the Final EIS, I would like to see a re-evaluation of the visual impact on my property revised to account for and address these concerns.

I-232-001

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

Foliage, if dense, can provide slight reductions in noise levels. The FTA and FHWA provides for up to a 3 dBA reduction in transportation noise for locations with at least 100 feet of dense foliage that contains leaves year around. Because of the varying foliage in the project area, the estimates of noise used for the EIS assessment did not assume foliage would reduce the noise from the train, and the resulting projections of noise and the mitigation measures are conservative. A 3 dB reduction in noise level is barely perceptible to most people, so foliage in virtually all areas of this project corridor will have little overall effect on light rail nor traffic noise.

Topographical conditions are included in the noise analysis, which used models to project noise based on the location of the train and the location of sensitive receptors. The Noise and Vibration Technical Report has further details on the existing and project future noise levels for specific homes in the study area, including your property.

I-232-002

The Final EIS includes an updated assessment of impacts of the elevated structure at this location, however the Draft EIS was not intended to define visual impacts parcel by parcel, but rather for larger areas of viewsheds. It is accurate that some locations, particularly those adjacent to the facility could have higher localized impacts. 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. At this location, there is about 115 feet of

I-232-003

Potential hazards and safety concerns

- Three professional arborists have visited my property and all have indicated that removing trees would increase the chance of any remaining trees being felled by wind. In the past 10 years, two very large trees have already come within 20 feet of hitting our house so the removal of any additional trees is a potential hazard and significant safety concern.
- In addition, we have learned that the very steep land just west of my property, upon which the elevated track will be built, is simply landfill deposited while building I-5. As such, risks from landslides are a safety concern given the prospect of significant tree removal.

3) I would like to know how many, and which, trees will remain after construction. I have asked this question of multiple Sound Transit representatives, but no one seems to be able to provide this or any information on what is generally removed in similar situations; yet it is critical to knowing how much our view and potential safety will be impacted.

4) Similarly, I would like to know what assurances Sound Transit can provide that your development plans will not increase the risks (from falling trees, landslides or any other modifications) to my family and property.

I-232-004

My Proposal

I have lived in the Puget Sound area for nearly 20 years and my family has lived at our house for 10 years. We have always had the intention of raising our family and retiring there. However, if the visual and noise impacts and safety concerns are not appropriately mitigated in a way other than what is described in the Draft EIS my family will be forced, very soon, to move in order to retain the equity earned in the house and our quality of life. For perspective, I'd ask if any members of the commission would consider buying a house with these issues, I expect they wouldn't.

I have two proposals for slightly modifying the planned route; either will allow my family to stay in our home:

Proposal 1: Keep the train at ground level where it borders our property and leave all trees intact.

Proposal 2: Have the elevated track cross over the Exit #177 off ramp approximately 300 feet further south, thereby moving it west approximately 40 feet further than currently planned (see attached Figures 2a-b).

5) In the Final EIS, I would like to see an evaluation and due consideration of these two proposals.

Though my comments are written as a response to the Draft EIS I would like to see them addressed in a more formal way perhaps with a direct reply or the opportunity to discuss them directly with the board.

Thank you for your attention to these concerns.



Michael Cameron, Ph. D.
20035 12th Ave NE
Shoreline WA, 98155
(206) 321-7740
michaelfcameron@gmail.com

vegetation between the paved area of the shoulder of the off-ramp and the edge of the right of way. There is about 90 feet of heavy evergreen vegetation between the edge of the current vegetation management area for the highway and the edge of the right-of-way. Location of the elevated structure at this location would remove the large evergreen trees closest to the roadway which have the most dense foliage. In most cases, there would be one or two rows of mature evergreen trees retained between the elevated structure and the edge of the right-of-way, however because these trees have grown in shade, the lower branch vegetation is less dense and will provide less of a visual screen. The Final EIS identifies 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 is available. As indicated in Section 4.5.6 of the Draft EIS, new evergreen trees adjacent to the elevated structure would provide screening after a 15 to 20 year period, depending on the size of trees at the time of planting.

I-232-003

During preliminary engineering for the Preferred Alternative and to support further estimates on tree removal, Sound Transit performed initial assessments of corridor trees, reviewed potential tree removal needs, and considered potential tree hazards. While this document was to support continued design and is not part of the EIS, it has been used to update the consideration of visual impacts and to calculate tree replacement and mitigation needs. It is also available on request from Sound Transit. However, definitions of the specific trees to be removed requires a higher level of detailed design and construction planning than is necessary for an EIS to describe impacts and identify mitigation. It is also important to recognize that the alignment remains entirely within the WSDOT right-of-way, and must balance visual impacts against other safety, transportation and environmental management needs. Sound Transit is committed to building a safe system that does present safety



Figure 1a. View (actual and artists' rendering) of NW corner of property looking west.

or hazard risks to adjacent properties. For example, additional geotechnical studies have been performed as part of continued engineering for the project, and structural and other related engineering design assessments reflect the needs for retaining walls, deep foundations or pilings, and other design measures to address areas of geological concern. The Final EIS include a summary of the geologic hazards that have been identified in the project areas. During final design, the project will confirm the design approach to address specific geologic hazards, areas with slope stability concerns along the project alignment.

I-232-004

Sound Transit has reviewed your proposals to consider whether they have the potential to avoid potential impacts near your property. In reviewing Proposal 1, 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 negative impacts through this area, an elevated structure maintaining a minimum height over the southern-most State Route 104 exit ramp is needed. The elevation has been refined for the Final EIS, and the visual impact information in this area was updated. In reviewing Proposal 2, 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.



Figure 1b. View (actual and artists' rendering) from SW corner of property looking west.

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.



Figure 1c. View (actual and artists' rendering) of SW corner of property looking northwest.



Figures 2a-b. Detailed and simplified map view of currently planned route (yellow) and the alteration outlined in Proposition 2 (red). My property boundary is outlined in pink.

I-233-001

The west side alignments like the one being suggested are not being further considered, as was stated in the Draft EIS in Chapter 2, Section 2.5. West side alignments would have greater impacts without mobility benefits and do not coincide with optimal station locations that the east side alignments through Mountlake Terrace would offer.

From: Swift, Lauren
Sent: Monday, September 09, 2013 10:25 AM
To: Lynnwood Link DEIS
Subject: FW: Comment on Lynnwood DEIS sent to web_feedback

COMMENT

Email: t.g.christopher@ieee.org
Name: Terence Christopher
Date sent: Sept 6, 2013 @ 8:05pm

I attended a meeting held at the Latvian Church at Northgate concerning the proposed extension to Lynnwood Transit Centre. The presentation basically said that the design was determined by cost factors, and the placement of the rail line had been decided and the only discussion therefore was mitigating the nuisance. I felt that this preemption of public opinion was misguided as the important information that you need the utility of the proposed rail line clearly depends on its use by the community.

You seem to be ignoring the needs of community in order to get the line installed.

My reason for this comment is based on the response to my questioning why the line should be on the East side of I5.

I-233-001

The response was that a bridge across I5 would be too expensive. However at Northgate there is in fact a little used bridge starting at to the East of the entrance to I5 Northbound which has no ongoing highway connections on the West side and merely serves the local community that exists between Northwest Hospital and I5. As a road bridge its structure is more than adequate to carry rail traffic. It is obvious that I5 must be crossed by the rail line if it is to go to the Lynnwood Transit Centre which is on the West side. It might well be that modifying the existing bridge at Northgate might be a lot less expensive than any other crossing point. Clearly a cost comparison would be needed.

Thus the real issue is whether it would be better for the community to have the rail line on the West or the East side of I5.

There are real issues with the difficulties of building on the East side of the expressway as most of the big flyover and road approaches to I5 are located on the East side of the Highway. The land to the West side is elevated above the expressway and the likelihood of need for noise abatement would be much less.

However from my viewpoint as a rider on express buses on I5, there are several big questions and opportunities on the West side of I5.

1) The bus stop at 145th is completely undeveloped. There is a big ramp up to nothing. No parking lot, no connections. I don't see people getting on or off. Yet this is a cross street that goes all the way across the city providing connections from Highway 99 (and the express buses on it?) to Lake city way and that network. It is totally unexploited.

2) Just north of 145 on the west side is a sports field which is used heavily for soccer coaching. It has no public access and parents have to park on the side of the road. It is a stones throw from I5 There is a similar bigger field on the East side

that is too far away to be connected to the train. It would make a great deal of sense to work out a way to combine all of these features into a service that would connect this whole area of North Seattle to the Airport.

2) Just North of 145h on the West side is the Bus Barn. That is used presumably for parking and repairing buses. However it is in residential real estate not commercial real estate. Why not develop that into a North Seattle bus hub connected to the transit? I realise that you have developed Northgate for this purpose, however the traffic at Northgate is really heavy and the mixture with the buses ends up in a quagmire. If you are interested

I-233-001

I-233-002

in rapidly moving people some connections away from a shopping centre might be a lot faster cheaper and easier. Lynnwood does quite well in that regard as it is out of the traffic patterns.

3) One big point made by your spokesperson was the importance of connecting the rail line to the transit center at Mountlake Terrace. He implied that it was an important centre. However the reality of this is that it is located in a knot of roads and serves only the local area population. The garage and parking area fills up by 8.30 in the morning much as does the transit centre in Lynnwood. Thus the new garage that was completed only a few years ago needs to be increased in size. The whole thing is perched on the side of a hill and I5 closely adjoins it. I am afraid that putting a train track and station there would make further expansion difficult and expensive. However a point that you seem to have neglected is the fact that there is a newly constructed island between the northbound and southbound express ways which is connected by a bridge to the Parking garage. It would only be necessary to build a similar light pedestrian bridge across the southbound expressway to reach a rail station on the west side of the highway which would give access to all of the bus connections without interfering with any future development of the Mountlake Terrace park and ride. With some clever development work it might also be possible to build a parking lot that would connect with 220th which crosses the expressway and would extend the parking for both the rail and bus lines without much expense it would also permit an effective connection to Edmonds avoiding the traffic congestion of Lynnwood.

Clearly I am not a civil engineer, and the cost of building on the west side of I5 needs to be assessed. However I think the opportunities for community service are much higher and the possibility of community damage are much less if you are serious about your your statements that you want to serve the communities that adjoin the proposed rail line.

sincerely
Terence Christopher

I-233-002

Your suggestion for an expanded station area with a potential crossing to the west has been considered, as has a potential increase in parking supply. An additional option for a new structure for parking is now considered as part of Alternative B1. Other configurations involving station development in the residential areas west of I-5 have not been advanced because they would be less accessible than the existing transit center, they would be less compatible with City of Mountlake Terrace plans, and they would have higher levels of impacts to the residential areas without increasing mobility benefits.

From: Becky Farrand <becky_farrand@yahoo.com>
Sent: Monday, September 09, 2013 3:56 PM
To: Lynnwood Link DEIS
Subject: Route Alignments

I-234-001

As a neighbor and user of Lynnwood transit Center, I feel option C3 would be most efficient.

People using the LTC commute to other communities. The shortest, most direct route is a straight line.

I-234-002

Please keep the route as far away from our homes as possible to keep noise down. We need noise reduction walls along the freeway as other areas have.

Thank You

Rebecca Farrand
20029 54th Ave W
Lynnwood 98036

I-234-001

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

I-234-002

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

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

I-235-001

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

Swift, Lauren

From: Greg and Lauri King <gnlking@comcast.net>
Sent: Sunday, September 08, 2013 1:38 PM
To: Lynnwood Link DEIS
Subject: DES Route Feedback

I-235-001

The Plan that is the *least disruptive* to the residents and businesses in the area is plan C3: Along I-c to Lynnwood Park and Ride Station.
All other plans are intrusive on the area and region around it. Traffic in Lynnwood is bad enough.
Please keep to the simple and direct plan:
Plan C3. We support Plan C3
Thank you,
Greg and Lauri King

I-236-001

Your opposition to Alternatives C1 and C2 is noted, and Sound Transit recognizes your Preference for Alternative C3. The Sound Transit Board identified a modified Alternative C3 for the Preferred Alternative.

From: Judy Lehman <jd.lehman@frontier.com>
Sent: Monday, September 09, 2013 4:51 PM
To: Lynnwood Link DEIS
Subject: Sound Transit Lynnwood Link

To whom it may concern;

I-236-001

I am very disappointed with your C1 & C2 proposals for the Sound Transit line coming to Lynnwood. C3 would be the least disruptive for residents, business, traffic & the wetlands. My question is why do you want to hurt so many people? Do you feel we are not as worthy as people in other parts of the region? And no Bus Barn in the neighborhood. We don't need the noise during the quiet hours of the day. I have lived in my house for over 36 years & the things that has happened to us in this area is very sad. At one of your meeting one of your representatives said if you go with plan C3, people will have to walk farther. Well look at the set up now in the park & ride lot. People have a long ways to walk to the bus stations when they park at the south end of the parking lot. The government keeps telling us we are obese & need more exercise, so why don't you abide with them & do the C3 plan? People can get an umbrella & leave 5 minutes earlier. I know how something like this truly hurts people that are uprooted. When I was a kid my parents had a house & property in Shoreline they loved but it was in the path of I-5. It took a long time for people to get over this bully effect. Think of the people side; how would you like it if you were in the path of Sound Transit & had to relocate your family or business? The City of Lynnwood needs to be on the side of their residents.

Sincerely,
Judy Lehman

From: Dennis Sismaet <dennissismaet@gmail.com>
Sent: Saturday, September 07, 2013 5:23 PM
To: Lynnwood Link DEIS
Subject: Submitting Comments on Draft EIS on Light Rail Alternatives

To Whom This May Concern:

I-237-001

Thank you for allowing me to submit comments on the draft EIS of the proposed Lynnwood Light Rail station and alternatives. After reviewing the three alternatives, C1, C2, and C3, I vote and support alternative C3, I-5 to Lynnwood Park and Ride Station.

This alternative, C3, has the least impact to the environment, and allows for future light rail extension north to the Alderwood Mall, Everett, Marysville, and the Tulalip Casino, by staying close to the I-5 corridor to provide minimal impact to surrounding commercial, residential, and industrial neighborhoods.

Any new mass transit corridor should take advantage of existing freeways to allow for interaction with existing bus stations, park and rides, and vehicle access. It should also consider future light rail extensions north. All three alternative impact existing property owners, but C3 has the least impact, especially to existing wetlands and parks.

I've been parking at the Lynnwood Transit Center Mon-Fri to take the bus downtown and back for the last 15 years. I have 15 more years before I retire and would like to take advantage of Light Rail to avoid delays due to traffic jams on the freeways.

Please start building the Lynnwood Light Rail Extension soon!

--

Thank you,

Dennis Sismaet
17413 34th PL. W
Lynnwood, WA. 98037
dennissismaet@gmail.com

I-237-001

Thank you for your comment stating your preference for Alternative C3 and the reasons why you support this alternative. All three of the Segment C alternatives allow for future light rail extensions north. See Section 2.5 Alternatives Development.

From: Martin H. Spani <spani06@comcast.net>
Sent: Sunday, September 08, 2013 8:48 AM
To: Lynnwood Link DEIS
Subject: feedback

I-238-001

#1 - Why is it taking until 2023 to get to Lynnwood? It will be OUT OF DATE by then.
#2 - Why can the Canadians build a sky train in 2 years and you are taking forever?
#3 - Why do we have so many different transit systems in the Puget Sound area when one would be more beneficial to the commuters and cheaper than paying multiple CEO's and upper management?
#4 - When I was a child I recall when the big surge was "Rails to Rubber" meaning goodbye to street cars and hello to buses now you are taking BACKWARD to rails again.....Stupid idea.

I-238-001

The project is planned to serve the region's long-term needs through 2035 and beyond. As shown in Figure 2-12, there are many steps required to take a project from initial development of alternatives through the beginning of operation. The alternatives analysis was conducted in 2010 through the middle of 2011. Please see Section 2.9.1 Next Steps.

The proposed Lynnwood Link Extension project and the Vancouver, British Columbia SkyTrain are not similar projects. The SkyTrain is a fully automated, fully elevated, intermediate rail system - not a light rail system.

The structure of the region's transit systems reflects legislatively-determined authorities, and is not the subject of this EIS.

From: Iwata, Roger
Sent: Tuesday, September 10, 2013 9:35 AM
To: Lynnwood Link DEIS
Subject: FW: Lynnwood Link Light Rail

Public comments on the DEIS.

From: davidlovesjesus7@comcast.net [mailto:davidlovesjesus7@comcast.net]
Sent: Tuesday, September 10, 2013 12:14 AM
To: Iwata, Roger
Subject: Lynnwood Link Light Rail

I-239-001

I appreciate that the three alternatives for the Link Light Rail Station and tracks at Lynnwood are south of 200th St. SW, and in and around the Lynnwood Transit Center (LTC). I live in Cambridge Apartments, on the north side of 200th St. SW. I do not want to lose my home at Cambridge Apartments, along with 1,000 or so other people who live here, because of eminent domain. Please keep the station and tracks SOUTH of 200th St. SW, even if the station is directly across the street from Cambridge Apartments. I anticipate I will still live in Cambridge Apartments, a good chance, anyway, in 2023. There is an excellent chance I will still be working for the same employer in 2023, and I will still take the bus and/or light rail to from LTC to get to downtown Seattle.

Thank you and God bless! David

I-239-001

Thank you for your comment concerning the routes of the Segment C alternatives as they approach the Lynnwood Transit Center. All of the Segment C alternative alignments that are evaluated in the Final EIS remain south of 200th Street SW.

I-240-001

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

TO WHOM IT MAY CONCERN;

I-240-001 | PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,

Steven E. Bates
4001 KROMER AVE
EVERETT, WA 98201



EIS 의견서 초안

의견서를 2013년 9월 23일까지 제출해 주십시오

이름: CHO, TAETUK
 주소: 19912 Scriber Lake Road #204
 시: Lynnwood 주: WA 우편번호: 98036
 이메일 주소: No

프로젝트 이메일 업데이트에 내 이메일 주소를 포함시켜 주십시오

Sound Transit은 여러분의 의견을 기다립니다. 의견이나 관찰 내용을 제공하는 것부터 환경 분석의 기술적 사항에 대한 논의에 이르기까지 프로젝트와 관련된 전반적 사항에 대해 의견을 제시하실 수 있습니다. 연장된 의견 제출 기한은 2013년 9월 23일 까지입니다. 이 날짜까지 수령하거나 소인이 찍힌 모든 의견서는 최종 EIS를 통해 답변을 드릴 것입니다.

의견 Seattle & Everett 는 버스 BUS가 Sunday에

운행이 되고 있습니다 .

only Lynnwood 와 Edmonds 에만 주말이 없습니다 .

Please 간혹히 원하시면 주말이 여기 지역 this area 에도

운행이 되었으면 감사하겠습니다 .



Lynnwood Link 연장선

년 여름 2013



EIS 의견서 초안

의견서를 2013년 9월 23일까지 제출해 주십시오

이름: CHO, TAETUK

주소: 19912 Scriber Lake Road #204

시: Lynnwood 주: WA 우편번호: 98036

이메일 주소: No

프로젝트 이메일 업데이트에 내 이메일 주소를 포함시켜 주십시오

Sound Transit은 여러분의 의견을 기다립니다. 의견이나 관찰 내용을 제공하는 것부터 환경 분석의 기술적 사항에 대한 논의에 이르기까지 프로젝트와 관련된 전반적 사항에 대해 의견을 제시하실 수 있습니다. 연장선 의견 제출 기한은 2013년 9월 23일 까지입니다. 이 날짜까지 수령하거나 소인이 찍힌 모든 의견서는 최종 EIS를 통해 답변을 드릴 것입니다.

I-241-001

Opinions: The buses have been operating in Seattle & Everett (sic) on Sundays. There are no buses running in only Lynnwood and Edmonds on weekends. I'd really appreciate it if there would be buses running in these areas on weekends as well, please.



I-241-001

Thank you for your comment regarding your interest in a Sunday bus schedule. Sound Transit appreciates your feedback. Community Transit operates bus routes within Snohomish County.


I-242-001

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

TO WHOM IT MAY CONCERN;

I-242-001 | PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,


DL BLOOMFIELD JR
20209 46TH AVENUE
ARLINGTON WA 98023

From: John Dougall <john.dougall@frontier.com>
Sent: Wednesday, September 11, 2013 4:53 PM
To: Lynnwood Link DEIS
Subject: Lynnwood Link Light Rail

Thank you for the opportunity to comment.

I'm excited about the plan to extend Light Rail through Mountlake Terrace and Lynnwood. I live in Mountlake Terrace just behind the Edmonds School District property in Melody Hill.

I-243-001

I admit that I'm conflicted about having a Station at this location. My primary concern is with the families that live in this neighborhood and the potential increase to traffic as it relates to the 220th St SW Station. On the other hand, I would really like having the ability to walk to a Light Rail Station and the commuter opportunities I would get.

As I haven't found this information I have to assume that traffic to the 220th St SW Station would egress by way of 64th Ave W. The drive South on 64th Ave W from the 220th St SW intersection is terribly congested and can be quite dangerous. There are a few Edmonds School District buses that use this intersection as well.

In my opinion significant work would need to be completed at this intersection (especially in a Southerly direction into Melody Hill) to improve conditions. In addition, since I travel North on I5 on my commute back home I turn South off of 220th St SW. I would anticipate that traffic from the East approaching the 64th Ave W intersection has the potential to create significant difficulties.

I would have to say that unless these concerns are addressed (and solved) I would prefer there not to be a 220th St SW Station. I can take Community Transit to the Lynnwood Transit Center to catch Light Rail.

John Dougall
22402 64th Ave W
Mountlake Terrace, WA 98043
425-775-8867

I-243-001

Thank you for your comment about traffic concerns on 220th Street. Traffic to the station would egress at a new signalized intersection on 220th St SW between 64th Avenue and I-5. The new intersection would be designed to accommodate additional station traffic.

I-244-001

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

TO WHOM IT MAY CONCERN;

I-244-001 | PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,

Dianna Engseth
15802 316 935
Snohomish WA 98296-8758
425 316 1991

From: MAX FISCHBACH <sig516ar@comcast.net>
Sent: Thursday, September 12, 2013 12:59 PM
To: MAX FISCHBACH
Subject: SOUND TRANSIT LYNNWOOD LINK

Importance: High

Sound Transit Lynnwood Link:

I-245-001

Based on the Draft EIS Round & Station Alternatives C1, C2, C3-OPT1 & C3-OPT2, what is the impact for each alternative relative to the following questions:

1. What impact would there be relative to north & south automobile traffic from 44th Ave W & 188th ST SW to 20610 44th Ave W (Embassy Suites Lynnwood North)?
2. What impact would there be relative to east / west traffic from 188th ST SW, 196th ST SW, 194th ST SW & 200th ST SW from 40th Ave W to 52nd Ave W?
3. What impact would there be for access to south bound I-5 from 44th Ave W & 36th Ave W?
4. What impact would there be for access to north bound I-5 from Popular Way?

Please provide responses for questions 1 – 4 addressing their impact relative to C1, C2, C3-OPT1 & C3-OPT2

Thank you

*MAX FISCHBACH
18704 41ST PLACE W
LYNNWOOD, WA. 98037-3715
MEMBER:*

*GERMAN SHEPHERD DOG CLUB of AMERICA
GERMAN SHEPHERD DOG CLUB of AMERICA - WORKING DOG ASSOCIATION
GERMAN SHEPHERD DOG CLUB of WASHINGTON STATE*

I-245-001

Chapter 3 of the Final EIS details the performance of more than 20 intersections that Sound Transit and the City of Lynnwood identified for detailed analysis. The assessments were based on predictions of future traffic with and without the project, particularly in the areas where existing or future conditions already created traffic problems in the No Build condition, and where station area traffic would result in an increase. For the Preferred Alternative, Sound Transit identified improvements to mitigate congestion on 200th Street SW, including 44th Ave W. Traffic along 52nd or 188th Street SW is not expected to markedly change due to the project.

From: Marita Graube <mgraube@me.com>
Sent: Thursday, September 12, 2013 12:28 PM
To: Lynnwood Link DEIS
Subject: Lynnwood Link feedback

From:
Marita Graube
2336 N 58th St
Seattle WA 98103

To Whom It May Concern:

I am writing to express my objection to the light rail extension, as it directly affects the Latvian's community church and cultural center on 117th and 3rd.

I am a first generation Latvian. My father was born in Latvia, but as a young child he fled with his family to escape the horrors of World War II. After five years in a displaced persons camp in Germany, they had the opportunity to come to the United States and rebuild their lives. They always thought that they could go back once Latvia was "free," but freedom from the USSR didn't happen until 1991. As such, Latvians established roots in many regions around the world.

As a local member of the Seattle Latvian community, I enjoy all of the cultural activities for Latvians and our Baltic neighbors. The center is the only local gathering spot for many of the activities I enjoy, such as the annual Baltic Studies Harvest festival, the Community Rummage Sale, and Holiday Bazaar. I also plan to bring my daughter to the Saturday Latvian School when she is old enough to attend.

I-246-001

When I heard that the light rail could entirely displace the Center, I was shocked. The Center has already been moved once for eminent domain. If the plan is to move the Center again, I find this to be entirely unacceptable. We need to find a solution to keep the Center accessible in its current location so it can continue to be a valuable asset to the Latvian community.

Please confirm receipt of this email.

Best Regards,
Marita Graube

I-246-001

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.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Sharon Gustafson

ADDRESS: 3238 - 61st AVE SW.

CITY: Seattle STATE: WA ZIP CODE: 98116-3013

EMAIL ADDRESS: _____

Please sign me up for project email updates

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

I-247-001

Comments Down property at 338 N.E 170th Seattle, 98125 in Section A. My choice is A-1 at grade with stations at

145th + 185th. I prefer the at grade configuration as it will help keep the noise level from increasing, which is in the mid 60's now, & maintain privacy for the bordering homes. The at grade configuration would prevent a negative visual impact for our bordering properties seeing an elevated train passing near our homes. Neighborhood views from the train are still visible

I-247-002

even though being. I oppose having a station at 130th 130th NE & WEST. The is a busy intersection & not a pedestrian friendly area. Handicap ramps at corners & painted crosswalks have been added but heavy traffic & many cars turning at all the corners still make seeing pedestrian difficult. This is not an area that many pedestrians use. 130th is a major street that connects Aurora Ave, Lake City, Lake City Way & Sand Point Way, important destinations. Traffic comes about 5th Ave from Northgate & points North. We have on the intersection a 1-5 north bound exit, & on 130th west of the intersection a entrance to South bound 1-5. The exit from north bound 1-5 causes intense cross traffic.

I-247-003

In regards to Segment C I feel the best solution would be C-3. We are losing so much natural areas & parks trees & just would make an effort to preserve these areas. Light rail is taking many homes & impacting neighborhoods, what can we do as a community to preserve or a better park or a neighborhood we should do so. We should preserve our neighborhood - what we can do is with industrial areas but where we live!



I-247-001

Thank you for your comment stating your preference for the Alternative A1 due to minimal impacts to your nearby property.

I-247-002

Thank you for your comment stating your reasons why you do not support a light rail station at NE 130th Street. Sound Transit recognizes that traffic is busy in the neighborhood and it is not pedestrian-friendly. Improvements at each of the proposed light rail stations would include connections with local streets, bicycle paths, and pedestrian sidewalks. Existing handicapped ramps on nearby sidewalks would be reconstructed if impacted by station construction activities. Please see Section 3.2 for a detailed discussion of long-term impacts and Section 3.6 for an outline of potential mitigation measures for all modes of transportation.

I-247-003

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

Liga Jefferds
524 Fort Ebey Rd
Coupeville, WA 98239-9760

From: Liga Jefferds <liga@whidbey.net>
Subject:
Date: September 9, 2013 2:10:20 PM PDT
To: SOUND TRANSIT

NO! NO! NO! We do not want this to be the end of the line for the Latvian Community Center.

This Lutheran Church and Community Center is the heart of Latvians in Seattle and its surrounding areas including Canada. The Lithuanian and Estonia communities also use this complex and have no other place to gather.

My husband and I travel two hours from Whidbey Island to attend many of the events held there and would feel a great loss if it were closed or moved. The center is a spiritual, social, and educational stronghold.

The Baltic culture is fragile due to the 50 year Soviet occupation that included massacres and displacements of Baltic people. The center has been and continues to be an essential factor in healing these families.

I-248-001 | Please, please do not let this Latvian Community Center be displaced!

Liga Jefferds

[Handwritten signature]

9.9.2013

I-248-001

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.

Mở Rộng Link Tới Lynnwood

Mùa Hè 2013



Mẫu Nhận Xét Bản Thảo EIS

Xin nộp nhận xét của quý vị trước ngày 23 tháng Chín, 2013

TÊN: _____

ĐỊA CHỈ: _____

THÀNH PHỐ: _____ TIỂU BANG: _____ MÃ BƯU CHÍNH: _____

ĐỊA CHỈ ĐIỆN THƯ: _____

Xin ghi danh để tôi nhận tin tức cập nhật của dự án qua điện thư

Sound Transit muốn lắng nghe quý vị. Bất cứ nhận xét nào có liên quan đến dự án đều được, từ việc bày tỏ ý kiến hoặc quan sát đến việc thảo luận những khía cạnh kỹ thuật trong bản phân tích môi trường. Thời gian mở rộng để công chúng nhận xét sẽ chấm dứt vào ngày 23 tháng Chín, 2013. Tất cả những nhận xét nhận được hoặc có dấu bưu điện trước ngày này sẽ được trả lời trong bản EIS Cuối Cùng.

NHẬN XÉT

일요일 날에 버스 다니길 원합니다.

호랑노 가야 합니다 꼭 버스 다니길 원합니다

Kil You Ken

Soon Ae Shin



Mở Rộng Link Tới Lynnwood

Mùa Hè 2013



Mẫu Nhận Xét Bản Thảo EIS

Xin nộp nhận xét của quý vị trước ngày 23 tháng Chín, 2013

TÊN: _____

ĐỊA CHỈ: _____

THÀNH PHỐ: _____ TIỂU BANG: _____ MÃ BƯU CHÍNH: _____

ĐỊA CHỈ ĐIỆN THƯ: _____

Xin ghi danh để tôi nhận tin tức cập nhật của dự án qua điện thư

Sound Transit muốn lắng nghe quý vị. Bất cứ nhận xét nào có liên quan đến dự án đều được, từ việc bày tỏ ý kiến hoặc quan sát đến việc thảo luận những khía cạnh kỹ thuật trong bản phân tích môi trường. Thời gian mở rộng để công chúng nhận xét sẽ chấm dứt vào ngày 23 tháng Chín, 2013. Tất cả những nhận xét nhận được hoặc có dấu bưu điện trước ngày này sẽ được trả lời trong bản EIS Cuối Cùng.

NHẬN XÉT

I-249-001

I hope there are buses running on Sundays.
I have to go shopping. I really hope that there are buses running.

Kil You Ken
Soon Ae Shin



I-249-001

Thank you for your comment regarding your interest in a Sunday bus schedule.

Community Transit is the transit agency that operates local bus service within Snohomish County, Sound Transit's Regional Express service will continue to operate daily from Lynnwood until the light rail project opens. Before the project would begin operation, Sound Transit would work with the other transit providers in the project area to revise service plans to avoid duplicating service and provide improved or new connections to the Lynnwood Link Extension. For more information, please refer to the Draft EIS, Chapter 3 Transportation, Section 3.2.2 Transit.

Dugtong ng Link sa Lynnwood

Tag-init 2013



Draft EIS Pormularyo sa Komentaryo

Ibigay ang inyong mga komentaryo hanggang sa Septiyembre 23, 2013

PANGALAN: _____

TIRAHAN: _____

SIYUDAD: _____ ESTADO: _____ KODIGO POSTAL: _____

PAGPAPADALHANG EMAIL: _____

Ipalista niyo po ako para sa email sa mga nasa naipanahong mga nangyayari sa proyekto

Nais makarinig ng Sound Transit mula sa inyo. Maaaring kahit na ukol sa ano ang mga komentaryo na may kaugnayan sa proyekto, saklaw mula sa pagbibigay ng opinyon o obserbasyon hanggang sa pagtatalakay ukol sa mga aspetong teknikal ng pagsusuring pangkapaligiran. Ang napalugitang panahong pagkomentaryo ng publiko ay magtatapos sa Septiyembre 23, 2013. Lahat ng mga natanggap na komentaryo o natatakan na pangkoreo hanggang sa petsa na ito ay tutugunan sa Pangwakas na EIS.

MGA KOMENTARYO

유알 링크 다니길 바랍니다

너무 불편 합니다 주민들에게 설명을 해야 하고

아겟로 가야 하는데 너무 불편 합니다.

부탁 합니다.

Lee san Kim

Jong Dook Kim



Dugtong ng Link sa Lynnwood

Tag-init 2013



Draft EIS Pormularyo sa Komentaryo

Ibigay ang inyong mga komentaryo hanggang sa Septiyembre 23, 2013

PANGALAN: _____

TIRAHAN: _____

SIYUDAD: _____ ESTADO: _____ KODIGO POSTAL: _____

PAGPAPADALHANG EMAIL: _____

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MGA KOMENTARYO

I-250-001 | there are buses running on weekends. It is so inconvenient. I have to go shopping on Sundays, and also need to go grocery shopping. But, it's so inconvenient. Please do us a favor.

Lee san Kim

Jong Dook Kim



I-250-001

Thank you for your comment regarding your interest in a Sunday bus schedule.

Community Transit is the transit agency that operates local bus service within Snohomish County, Sound Transit's Regional Express service will continue to operate daily from Lynnwood until the light rail project opens. Before the project would begin operation, Sound Transit would work with the other transit providers in the project area to revise service plans to avoid duplicating service and provide improved or new connections to the Lynnwood Link Extension. For more information, please refer to the Draft EIS, Chapter 3 Transportation, Section 3.2.2 Transit.

I-251-001

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

TO WHOM IT MAY CONCERN;

I-251-001 | PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,

Eugene Lentz
6515 254th ST NE
ARLINGTON, WA 98223



I-252-001

Thank you for sharing your concerns regarding Alternative C1's potential impacts to Scriber Lake Park. A modified Alternative C3, which avoids the park, is the Preferred Alternative included in the Final EIS.

From: Otis Lull <otisndot@frontier.com>
Sent: Wednesday, September 11, 2013 11:06 AM
To: Lynnwood Link DEIS
Subject: Lite Rail Links to Lynnwood

To Whom it May Concern,

I-252-001

Where we think extending light rail to Lynnwood is a good thing, we are totally against running the light rail through Scriber Lake Park. The integrity of parks should be maintained, protecting wildlife and beauty. Thank you.

Otis Lull
18501 52 Ave. W. #45
Lynnwood, Wa.
425-778-9486

From: Andra <heyandra1@mac.com>
Sent: Thursday, September 12, 2013 8:49 AM
To: Lynnwood Link DEIS
Subject: Please don't tear down the Latvian hall in Seattle

I-253-001

I live in LA but grew up near SF and the Latvian halls in both cities were foundational in my life and learning the culture that my parents were moved from. These centers are an integral part of restoring and maintaining cultural understanding for all of the Latvian Americans that use them for church services, school, cultural events, the list goes on and on. To take down something so vital to our sustenance as a culture is a travesty and is taking away from a culture that strives to exist in the country that promised it freedom and opportunity. Please reconsider your plans and design to maintain this building and surrounding park.
Thank you,
Andra Maculans

I-253-001

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.

From: Kevin McClain <mcclaik@gmail.com>
Sent: Wednesday, September 11, 2013 2:33 PM
To: Lynnwood Link DEIS
Subject: DEIS Comments

Hello,

- I-254-001** | I wanted to comment on the Lynnwood Link Extension DEIS. Several of the options include a station at NE 130th St. This station would be a vital transfer point for East/West bus service. Please include this station in the preferred alternative.
- I-254-002** | The Mountlake Terrace Freeway station should be eliminated from consideration. This station is awful. The walking distance to access this station is completely unreasonable.
- I-254-003** | At Lynnwood station, many of the designs prioritize auto access over a good transfer experience or pedestrian access. Given that the majority of riders will be arriving at this station by bus, it is important that the transfer environment be of high quality. Also, given that Lynnwood is attempting to foster development of a downtown area that is more friendly to transit, the station should be located to maximize the impact on the new downtown and to encourage transit oriented development.
- I-254-004** | Finally, the line seems to have 500 stall parking garages at every station. This is regardless of context and demand. Please conduct further analysis of what parking is actually needed and look at what trade offs are available. Are there areas where improved pedestrian, bicycling or bus amenities would provide greater patronage than a parking garage? If so, then these alternatives should be considered. Furthermore, are there areas where the parking could be provided further out and customers could use a bus from a parking lot to a train? If it allowed the construction of several surface lots instead of a garage, it could provide an equivalent amount of parking for less money.

Thank you,

Kevin McClain

I-254-001

The 130th Station is included as an option to the Preferred Alternative considered in the Final EIS.

I-254-002

Your opposition to a freeway station is noted. The Preferred Alternative in the Final EIS has a transit center station.

I-254-003

Thank you for your comment on the Lynnwood Station design. As you note, this is a major transit facility that includes many transfers from bus to rail as well as car to transit (bus or rail). The Final EIS includes a revised station plan for the Preferred Alternative that balances access for all modes, including improvements for pedestrians and bicyclists.

I-254-004

Station parking, facility sizing, and design is balanced between the demand for parking and the need for good multi-modal connections in order to serve the needs of the region as well as local communities.

From: Molnar, Lauren AP-Staff <Molnarl@issaquah.wednet.edu>
Sent: Wednesday, September 11, 2013 5:02 PM
To: Lynnwood Link DEIS
Subject: Lynnwood Link Impact to Seattle Latvian Lutheran Church/Center

To whom it may concern,

I am writing this letter to express my concern and discontent regarding the planned light rail extension to Lynnwood, and specifically its impact to the Latvian Center and Church. As a person of non-Latvian heritage my connection to the Latvian community is something I truly value and the community has taken me in as one of their own. This community is one which is very special to me and one which must be protected from any impact by the Sound Transit construction any way possible.

I learned about the Latvian community growing up in the Bellevue, Washington area. One of my best friends who I swam with and played water polo with was Latvian-American. I can recall every August, right when swimming championships were taking place, she would head off to Latvian school to learn another language, dance and to celebrate and embrace her heritage. I always thought that this was fantastic that she had such a wonderful connection to her cultural heritage. In this day and age, a connection to one's past is something that is oftentimes lost amongst all of the other day to day activities, so maintaining that connection is something that I find to be very amazing and inspiring.

Fast forward 20 years. At the same Latvian-American friends 23rd birthday, with a combined group of friends, I meet my fiancé, who coincidentally is Latvian-American as well. As our courtship and eventual engagement progressed, I was introduced to many different Latvian-Americans as well as participated in many different events held at the Latvian Center and Church. These events ranged from attending church services, to attending wedding receptions held at the hall, to attending dance performances and even to meeting the President of Latvia when he came to the center. The Latvian-American community has always accepted me and welcomed me into their community and center and I consider myself as much a part of this community now as anyone else in the community. Our wedding reception will be held at the Latvian Center in June 2014 and we are greatly looking forward to being able to share this amazing facility with our family and friends. I am so lucky to be part of a community with strong values like a hard work ethic, the value of an education, and respecting their cultural heritage. I am a strong supporter of the Latvian-American community and will continue to be one in the future. I have seen firsthand exactly how important the center is to the community, and any negative impacts to the center from the construction of the light rail will not be tolerated.

Finally, I am employed as an elementary school teacher and teach in a school with moderate poverty. This past school year, 10% of the children in my 3rd grade classroom spoke English as a second language. There has been a state standard implemented in Washington State to teach and foster cultural heritage in the classroom. When our principal offered us the opportunity to attend and present our cultural heritage (as educators) at our schools multicultural night, it was with the intention of helping to close the achievement gap within our school. For my cultural heritage, I was really scrambling for what to present on, since I am not that connected with my cultural heritage. I chose to present on my fiancé's Latvian-American heritage. I presented on how his grandparents were forced to flee their native land of Latvia when the Communists invaded their land, and how they were forced to flee to Germany and eventually were taken in as refugees in America. The personal schema and engagement my students showed towards this story was amazing. They could relate to their

teacher and that engagement carried into more difficult subjects such as math, and it also translated into a successful year where my students could relate to me.

I-255-001

I am asking that Sound Transit re-visit their plans for the Lynnwood Light Rail Extension and consider the impacts to the Latvian Church and Center. The impact to the community by the loss of the center would be catastrophic and one with the community would not be able to endure.

Thanks,
Lauren Molnar

I-255-001

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.

From: Gerry Pade <fraidycat@mail.com>
Sent: Wednesday, September 11, 2013 7:05 PM
To: Lynnwood Link DEIS
Subject: Comments on Lynnwood Link DEIS

Sound Transit -

I offer the following comments on the Segment A alternatives in the Lynnwood Link DEIS from the perspective of someone who has lived a few blocks east the potential NE 130th station for decades and has ridden Metro route 41 (and the former route 307) to and from downtown over 10,000 times.

- I-256-001** | I prefer either A5 or A10 because they provide the best light rail access for my neighborhood while having the least impacts of any alternative with a station at 130th St. A10 might have less traffic impacts here than A5 because it includes a station at 145th instead of 155th. However, A10 is likely to cause local parking conflicts because it offers no parking and none is available on the nearby arterials. Leasing of at least some parking from the Nazarene church (similar to A5) should be included if A10 is selected.
- I-256-002** | All three at-grade alternatives (A5, A10 & A1) would fix an already problematic interchange at the I-5 off-ramp just south of NE 130th, which is particularly difficult for eastbound motorists during peak hours. (It's disappointing that your DEIS provided no simulation of this vista for the at-grade alternatives.) A1 would have the least impact on my neighborhood of any alternative considered but it would also have us either walk or drive a mile to the 145th St station. It's similar in this regard to A3, which would have the least impact of any above-grade alternative. The construction of a permanent path connecting the north end of 8th NE to the Jackson Park trail would definitely help if A1 or A3 is selected. This blackberry-infested corridor situated above Thornton Creek might also be a suitable site for mitigation of the wildlife impacts that will occur along 5th Av between 130th and 145th under any proposed alternative.
- I-256-003** |
- I-256-004** | A7 & A11 would be an horrific blight on this residential neighborhood, something akin to an Alaskan Way Viaduct from a visual, aesthetic and noise standpoint. Just take a good look at Figures G-24 and G-29. Please don't select A7 or A11 under any circumstance! This area, which was formerly part of the Haller Lake neighborhood, suffered enough when I-5 was constructed.

Thank you for the opportunity to comment.

I-256-001

The preference for a station at 130th Street NE is noted. The Preferred Alternative includes a station at NE 145th Street and has an option for a station at NE 130th Street.

I-256-002

Sound Transit recognizes your preference for the at-grade alternative, because they would improve the interchange; they also would include pedestrian and bicycle improvements along 5th Avenue NE. See Appendix G for Visual Simulations.

I-256-003

The riparian and wetland area associated with North Branch Thornton Creek is a potential site under consideration for compensatory mitigation to offset unavoidable permanent impacts.

I-256-004

Your opposition to Alternative A7 and A11 is noted. The Draft EIS and Final EIS address visual impacts and mitigation in Section 4.5.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: DACE R. DECISADDRESS: 6910 South 18th St., Apt. 1607CITY: TACOMA STATE: WA ZIP CODE: 98465EMAIL ADDRESS: Rdecisdace@hotmail.com Please sign me up for project email updates

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

Comments

Destroying the Latvian Center would be like cutting the heart out of a living organism. And a living organism is what the Latvian Community is. Certainly the organism can survive with an artificial heart, but it's not like having your own natural heart that grew with your body. The Latvian Center was created by the Latvian Community with their own hands, their own thoughts and creativity, their own funds, their deep need to have a place of their own - OUR OWN - to come together - to celebrate, to mourn, to remember our homeland and all that was lost when we had to leave it, to pass our beautiful culture on to our culture, to support each other when we were strangers in a strange land and to support and sustain those who were left behind, but always in our hearts.





Lynnwood Link Extension

Submit your comments by September 23, 2013

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

BY EMAIL: LynnwoodLinkDEIS@soundtransit.org

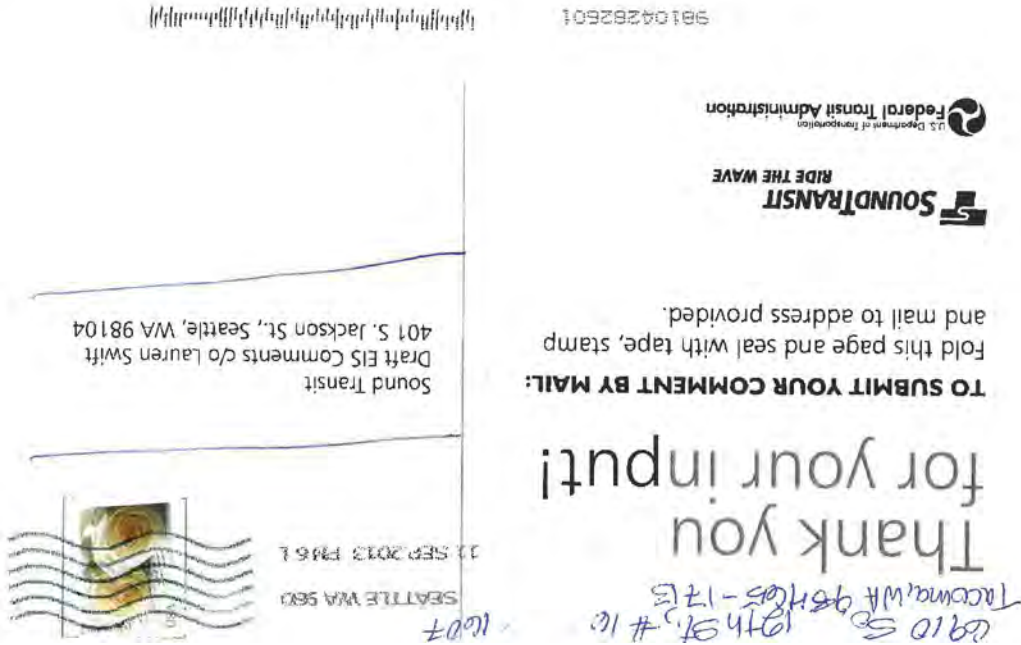
BY MAIL: Sound Transit
Draft EIS Comments c/o Lauren Swift
401 S. Jackson St., Seattle, WA 98104

I-257-001

Please don't destroy our center!

I-257-001

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.



From: Maris Plavins <drmaris@hotmail.com>
Sent: Wednesday, September 11, 2013 11:09 AM
To: Lynnwood Link DEIS
Cc: Erik Luks
Subject: The Latvian Center:

Dear Sound Transit:

I-258-001

Running the train through the Latvian Center is a bad idea. The Center is not simply a one family dwelling. It is a spiritual and cultural center that serves hundreds of families in Seattle and the Pacific North West region. For those of us who live outside of Seattle it is our connection to the Latvian/Baltic community. Here is how I see it:

1. Yes, the voters approved the Northgate to Lynnwood light rail link.
2. No, the voters did not approve the devastation of the Latvian Center.

The devastation of the Latvian Center is a choice made by Sound Transit. There are many options besides the two proposed by Sound Transit. The choice has to be justified and not simply made by fiat. The time honored method to do this is a cost benefit analysis. Did Sound Transit do any type of analysis when you decided to run the train through the Latvian Center?

It is easy to see the benefit to Sound Transit in the way of convenience and perhaps saving a bit of money to be spent elsewhere, but what about the cost to our community?

Sincerely, Maris Plavins

I-258-001

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.

From: Inese Raisters <ineser@comcast.net>
Sent: Thursday, September 12, 2013 2:33 PM
To: Lynnwood Link DEIS
Subject: Comments and response to the DEIS of July 26
Attachments: ST DEIS comments & response.docx

Dear Lauren Swift-

I have attached a word document with my response to the released DEIS for the Lynnwood link light rail project.

I would appreciate it if you could send a reply email that this has indeed been received.

Thank you very much,
Inese Raisters

September 12, 2013

Sound Transit
Draft EIS comments
c/o Lauren Swift

I-259-001 I am commenting on the Lynnwood Link DEIS issued July 26, 2013. I am an active member of the Seattle Latvian Community, whose Center at 11710 3rd Ave NE in the Northgate area of Seattle, is slated to have tremendous impacts with any of the alternatives presented to date. The property would either be acquired in total or lose ingress/egress, as well as the caretaker's house and a significant section of parking and entrance areas.

Although it is inconceivable to me that somehow the importance of the Latvian Community Center & Church had not been noted prior to any of the options currently being presented in the DEIS, it also must be conceded that a light rail transit link to the north of Seattle has some merits. That none of the aforementioned options have managed to avoid dire consequences to the Latvian Community Center is something that the EIS must address and plan to improve.

I have lived in the Seattle area since 1965 and hence have been an active participant on many levels. The first Latvian Center in the Wallingford area of Seattle was acquired by eminent domain in 1969 for the construction of a park. In the interim years of 1969 until 1972 when the presently used Center was opened, I was a teenager and attended Latvian school, danced in the folk dance group 'Trejdeksnitis' and sang in the choir in various rental spaces. Even though that was some years ago, I can attest to the disruptiveness of not having our routine spaces for use. Any construction phase that would not allow the Latvian community to use their hall and church would again have a similar disruptive effect.

I-259-002

I am currently a congregation and association member, a folk dance ensemble member and a singer in the ensemble 'Sigulda'. I also direct a newly founded dance group scheduled to begin this October, planned for the middle aged dancers who still want to maintain their culture and physical activity.

I-259-003 I urge the Sound Transit board members, engineers and planning committees to find a solution that allows the Latvian Community to retain its present property and location in a way that maintains its viability. If our community should be forced to relocate yet again, I feel it would be an insurmountable challenge at this point in time.

Thank you for your consideration. I truly hope a reasonable solution can be attained.

Sincerely,

Inese Raisters
10507 64th Pl W
Mukilteo WA 98275
ineser@comcast.net

I-259-001

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.

I-259-002

Thank you for your concerns about the potential disruption of the Latvian Evangelical Lutheran Church during construction. To better understand the effects and proposed mitigation associated with construction, please see Chapter 3 Transportation Impacts and Mitigation; Sections 4.2, Land Use; 4.4, Social Impacts, Community Facilities, and Neighborhoods; and 4.7, Noise and Vibration. The church will also retain access during construction.

I-259-003

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. Please see Section 2.5.1 for a description of the refined Segment A alternatives that avoid displacing the church.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Andris Rogainis

ADDRESS: 11738-9th Ave NW

CITY: Seattle STATE: WA ZIP CODE: 98177

EMAIL ADDRESS: andris.rog@comcast.net

Please sign me up for project email updates

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

Comments

I-260-001

Looking at the various options, all have an impact on the Latvian Community Center at 11710-3rd Avenue. The community center is the center for Latvian, Estonian and Lithuanian functions on daily, weekly, monthly basis.

The EIS does not address how these community functions can continue without interruptions and how the access to the center is provided at all times, including during the construction phase.

As a member of the Latvian Community and a regular user of the center, I find the EIS lacking in planning and the approach proposed not acceptable.

Andris Rogainis 9/9/13



I-260-001

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.

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.

From: jill russel <jillrussel@hotmail.com>
Sent: Wednesday, September 11, 2013 2:39 PM
To: Lynnwood Link DEIS
Subject: Lynnwood link

I-261-001 | Am very concerned about the destruction of all the wet lands involved and people. The choice of c-4 a new choice seems like the best one and the least amount of destruction . It is also the closest to the park and ride making it easy to catch a bus to any where in Lynnwood. The cost would be less also. We will be at the meeting Saturday and have several people to speak for us.

I-261-001

Thank you for your comment regarding your concerns about impacts to both wetlands and displacement of residents. See Chapter 2 for a description of the Preferred Alternative, which is a modification of Alternative C3.

From: Marshall Schott <marshallschott@gmail.com>
Sent: Thursday, September 12, 2013 10:02 AM
To: Lynnwood Link DEIS
Subject: Re: Latvian Center

I-262-001

Since 1997, the Latvian Center has played an important role in my life, particularly as the husband of a Latvian woman who is very engaged in activities at and with the Center. Losing such a valuable resource would be a tragic hit to the Seattle area Latvian community, eliminating a very integral component of their culture and lives in general.

I humbly request that you reconsider any plans to remove the Latvian Center and allow those who utilize this fantastic cultural resource to continue doing so. I would also appreciate confirmation that this email was received.

Respectfully,

Marshall L. Schott, Ph.D.

I-262-001

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.

From: Steve Senter <steve.shoreline@gmail.com>
Sent: Wednesday, September 11, 2013 4:41 PM
To: Lynnwood Link DEIS
Subject: Re: LLE Segment A Comments

Hello,

I sent in these comments in early August, but never received a reply. I'm resending the email but will recap my key concern here, in regards to building a station and parking at 155th:

I-263-001

- Would the rail station require the loss of the fire station? The fire department provides coverage over a wide section of this part of town, and frequently responds to calls from the retirement center on 1st and 149th across from Twin Ponds park.

I would appreciate a response, and look forward to the final decision. Thank you,

Steve Senter

On Fri, Aug 2, 2013 at 11:13 AM, Steve Senter <steve.shoreline@gmail.com> wrote:
Hello,

Thank you for preparing and providing the DEIS materials on your website. I found them to be comprehensive and detailed without devolving into 'legal-ese' and becoming completely incomprehensible.

I live near the proposed station and changes at 155th, so naturally these options are my focus of interest. I value the intention of extending light rail northward and look forward to using the services (when ready in a decade or so); I currently take buses to and from the Northgate center - downtown during the week.

My primary concern with the proposed station at 155th and I-5 is the potential loss of the Shoreline Fire Department Station 65 on the East side of I-5. I didn't find in the materials (though confess I didn't read every document) whether or not the station would be impacted, but I can only assume so given its proximity to the light rail route. Would the rail station require the loss of the fire station? The fire department provides coverage over a wide section of this part of town, and frequently responds to calls from the retirement center on 1st and 149th across from Twin Ponds park.

I-263-002

My other key concern relates to impacts on local traffic. The section covering this in the materials (section 3.1.4) clearly points out that 155th from Aurora to 15th is already at risk for poorer LOS with or without the proposed rail station, and I wonder what the City of Shoreline plans for the future. I already experience the stated peak AM and PM LOS along Meridian and can only anticipate how this and neighboring roads will be impacted - 1st Ave NE from 155th south in both direction could

I-263-001

The NE 155th Street station would not displace the fire station. Sound Transit is aware of concerns about the possible impacts of a station at NE 155th Street on the operations of the Fire Station. In the design and development of a station at that location, and the management of traffic serving the station, Sound Transit would work closely with the Fire Department to resolve any potential conflicts with bus and vehicle traffic to ensure that emergency response times would be maintained both during the construction period and operation of light rail.

I-263-002

If a station at NE 155th Street were part of the project to be built, Sound Transit would mitigate traffic impacts from the station as described in Chapter 3. A modified Alternative A1 is the Preferred Alternative, which does not include a station at the NE 155th Street area.

I-263-002

become impassible given its narrow roadway and no paved shoulders, with car and foot traffic to the park, wildlife crossing and the fire station responses in addition to the projected increase in light rail user congestion.

The task of determining the best location for the rail stations is daunting and I appreciate the care and concern put into the DEIS materials preparation and presentation. Please respond to my concerns, or direct me to the appropriate sections in the online materials.

Thank you,

Steve Senter
15314 Corliss Pl N
Shoreline, 98133

TO WHOM IT MAY CONCERN;

I-264-001 | PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,

Jon R. Thompson
PO Box 4267
Everett, WA 98204
425-876-4566

I-264-001

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

From: Robert Victor <rvictor@ci.lynnwood.wa.us>
Sent: Wednesday, September 11, 2013 4:20 PM
To: Lynnwood Link DEIS
Subject: Link Light Rail - Potential Conflict with future plans for Lift Station #10, Option C3

Follow Up Flag: Follow up
Flag Status: Flagged

I-265-001

To whom it may concern,
I am a project manager at the City of Lynnwood and have concerns with route C3 as it pertains to our Lift Station that is located in the Lynnwood Transit Center Park and Ride Lot. In the future we may need to upsize the lift station to service the planned City Center. The lift station is currently located next to (and partially under) the Park and Ride "Texas T" offramp. Our concern would be that adding additional infrastructure in the area may preclude us from reconstructing the Lift Station in the future, which will be necessary to support our planned City Center. Routes C1 and C2 (the routes on 52nd/Cedar Valley Road) would probably not have an impact on the station.

Just wanted to make sure that this potential impact is communicated to Sound Transit.

Thanks,

Robert S. Victor, P.E.
Project Manager
City of Lynnwood
425-670-5216
rvictor@ci.lynnwood.wa.us

I-265-001

Thank you for your comment with concerns that Alternative C3 could conflict with the City of Lynnwood's plans for a Lift Station. Sound Transit coordinated with the City to obtain further details on the expansion, which is not likely to physically expand the current site. Alternative C3 would not affect the plans for the Lift Station, nor would the Preferred Alternative.

From: maryellen walsh <tambosassy@gmail.com>
Sent: Tuesday, September 10, 2013 2:03 PM
To: Lynnwood Link DEIS
Cc: maryellen walsh; Linda At Sea; Gleb S; michael raskin; mmayes@mayestesting.com
Subject: Fwd: Comments on DEIS from Linda Willemarck, Maryellen Walsh and Letters from Business Owners. Link to New C-4 Proposed by City of Lynnwood
Attachments: Maryellen Walsh's comments on DEIS.pdf; Linda Willemarck's comments on DEIS-4.pdf

I-266-001

Attached are my DEIS comments, Linda Willemarck's comments that I am sending on her behalf and at her instructions as she is out of town, as well as letters from Mike Mayes and Mike Raskin, business owners on Cedar Valley Road. We have petitions with over 1600 signatures and are gathering more signatures. We will finalize and send these petitions to you on or before September 23.

Please acknowledge receipt of this email with my comments, Linda Willemarck's comments and the two letters from Raskin and Mayes.

Thank you for your consideration of our comments.

Maryellen Walsh
(425) 776-5374

----- Forwarded message -----

From: maryellen walsh <tambosassy@gmail.com>
Date: Tue, Sep 10, 2013 at 1:02 AM
Subject: Fwd: Comments from Linda Willemarck, Maryellen Walsh and Letters from Business Owners. Link to New C-4 Proposed by City of Lynnwood
To: daniel.drais@dot.com
Cc: maryellen walsh <tambosassy@gmail.com>, Linda Willemarck <savescribercreekpark@yahoo.com>, Gleb S <tallgleb@hotmail.com>

Dear Mr. Drais,

Attached are the following:

- Comments from Linda Willemarck regarding the DEIS;
- Comments from Maryellen Walsh regarding the DEIS;

I-266-001

Your opposition to Alternatives C1 and C2 has been noted, along with your support for a modified alternative to the south. The Preferred Alternative is based on Alternative C3, and was developed in coordination with the City of Lynnwood. See Chapter 2 for a detailed description. Thank you for providing attachments of other parties' comments, including materials directed to the City of Lynnwood during the City's councils consideration of EIS alternatives. Linda Willemarck's comments are recorded separately in comments I-530 and I-228.

Comments by Mike Mayes, which included his public testimony at one of the EIS public meetings, are responded to under B-001 and I-217.

The other attachments you provided were reviewed by Sound Transit, but they are directed to other parties such as the Environmental Protection Agency.

However, to address one of your primary concerns in the letter to EPA about Alternative C1 and its impacts to Scriber Creek Park and its associated wetlands, the Draft EIS included detailed discussions of the impacts to the park and its wetlands, including in the Summary, in Chapter 5 Evaluation of the Alternatives, and in sections 4.17 and 4.18, the latter section dealing specifically with the Section 4(f) requirements that would need to be met if Alternative C1 were to receive approval by FTA. The Final EIS notes that Alternative C1 has not yet met those conditions. Although the Draft EIS did not mention the source of funding for the park, under Section 4(f), any significant public park is treated as a protected resource, and most parks bond measures have similar conditions requiring in-kind replacement.

- Letters from Mike Mayes and Mike Raskin regarding the impact of C1 and C2 on their businesses and the neighborhood; and
- A link to proposed alternative C-4 by the City of Lynnwood.

<http://lynnwoodtoday.com/city-council-consider-sound-transits-draft-cjs/>

In addition, we have a petition with over 1600 signatures and are gathering more as people realize what may happen to the neighborhood. Time is of the essence as Elaine tells me the Field Visit will happen soon so I am sending you what we have put together so far with the exception of the petitions which we will present to transit some time before the September 23 deadline. We are in the process of gathering more letters from business owners.

C-4 was recently proposed by the City and after attending the Council Meeting this evening I am more confused than ever about the City's position.

Thank you for your consideration and I apologize for the format of this submission (new computer) but I'd rather get it to you so you can get a feeling for what we are experiencing.

Maryellen Walsh
[\(425\) 776-5374](tel:4257765374)

Begin forwarded message:

**Subject: Letters from Mike Raskin and Mike Mayes -
Business Owners on Cedar Valley Road**

September 7, 2013

Re: Sound Transit – Lynnwood Link Extension

2

Dear Mayor Gough, City Council Members, City Staff and Candidates

I would like to join my neighbor Mike Mayes in expressing my hope that the City of Lynnwood will support Option C-3 or the newly proposed Option C-4 as opposed to Options C-1 or C-2.

I am the owner of a three story office building located on 52nd just south of the Mayes Testing and Engineering Building. My building is leased to the State of Washington and houses a number of agencies that provide valuable services to the Lynnwood and South Snohomish County communities. Many of the roughly 250 people that work in the building live in the Lynnwood area and they, and the many visitors to the building, shop at local Lynnwood businesses during their work week. If Route C-1 or C-2 is chosen it will negatively impact valuable community services both during and after construction as well as have a negative effect on local Lynnwood businesses. These people and their many clients in the community will suffer.

If C-1 or C-2 is selected homes and businesses will be destroyed, parks and pristine wetlands will be damaged, companies and residents will be displaced. The construction alone will take years in which time the entire area will be effected. How can that make sense when other options closer to Interstate Five with lower impacts on residents and business are available. Do the studies provided to the City by Sound Transit include the possible economic loss to Lynnwood's business if tenants move away and businesses are forced to close from options C-1 and C-2. I would hope that you as City leaders consider these ramifications before making your choice.

It appears that the Council has in the past favored option C-1 as opposed to option C-3. Staff reports present that the C-1 alignment "might be" more favorable for the proposed City Center project than the C-3 alignment. If the City Center project happens it will likely be many, many years from now. Locating the Lynnwood Link at locations C-1 or C-2 will cause real harm to the City now. It seems shocking that responsible City leaders could choose to impact a significant number of residents, citizens and businesses now for some potential uncertain gain that "might" occur many years from now. I would hope you would carefully question the planners on the disadvantages of C-3. A case could be made that C-3 will make the City Center buildings more valuable since the elevated rail would provide visibility to the buildings in the City Center blocks effected in the same way as the Monorail does in downtown Seattle. Any potential future harm from C-3 is at

best speculative, C-1 and C-2 on the other hand will cause real harm to the City now.

I am encouraged that you are considering a new option C-4. This option does not damage existing businesses and residences in the way that C-1 and C-2 does and it appears that the alignment might not affect the City Center Block in question. Selecting C-1 or C-2 will hurt Lynwood. A choice of C-3 or C-4 makes sense and is good for the community.

Thank you for the opportunity to provide thoughts on this important decision.

Michael Raskin
President MJR Development

	MIKE RASKIN mike@mirdevelopment.com T 425.622.4466 M 206.930.4537	MJR DEVELOPMENT 6725 116th Ave. NE, Suite 100 Kirkland, Washington 98033 www.mirdevelopment.com
	YOU DREAM IT - WE BUILD IT	

From: Mike Mayes [mailto:MMayes@MAYESTESTING.com]

Sent: Friday, September 06, 2013 3:03 PM

To: TheDG1@aol.com; mark@markforlynnwood.org; nicolafor mayor@gmail.com; Simmonds4Mayor@aol.com; chris@boyer4lynnwood.com; electmichaelmoore@hotmail.com; james@jamesdeal.com; JimSmithCFI@msn.com; shirley@voteshirleysutton.com; councilmancotton@cotton4council.com; commissioner.maria.ambalada@gmail.com; lovitt4citycouncil@gmail.com; ruth@ruthross.net; dwm270@yahoo.com; jmoore@ci.lynnwood.wa.us; pkrauss@ci.lynnwood.wa.us; jlambert@ci.lynnwood.wa.us; roger.iwata@soundtransit.org

Cc: tallgleb@hotmail.com; S; Linda At Sea; Mike Raskin; maryellen walsh; jameswalsh@outgun.com; Mike Dolder; Tim Beckerle

Subject: RE: Significant Events Have Occurred for Citizens Against C1 and C2

September 6, 2013

Re: Sound Transit - Lynnwood Link Extension

Dear Mayor Gough, City Council Members, City Staff and Candidates,

As you know there are three options for the Lynnwood Link Extension. We are pleased to see that the City of Lynnwood is proposing a fourth "C-4" option. It is our hope that the City of Lynnwood will support the C-3 (or C-4) option.

Mayes Testing Engineers is a professional services company which opened for business in 1984 in a leased space located in Lynnwood. We provide inspection, testing and consulting for construction projects. We have provided these services on projects such as the Lynnwood Convention Center and the recently expanded Lynnwood Recreation Center. We have grown to a company with over 100 employees. We think that we are a company that most cities would love to have within their borders.

When we decided to build our own building several years ago, we looked at several locations. We were happy to find our current location on Cedar Valley Road. We liked the access to the Park and Ride, access to freeways, the close proximity to Scriber Creek Park, the quiet residential adjacent neighborhoods, the Interurban Trail and all the greenbelt around us. During our building process we spent thousands of dollars on native growth area restoration and wet land buffers on the edges of our property. We gladly did this as it was clear that this would only enhance the natural park like environment of this neighborhood.

Now we find out that Lynnwood Link Extension Options C-1 and C-2 will mean an elevated concrete structure coming right down the side of 52nd Ave W and Cedar Valley Road. How can this even make sense? These two options destroy homes and businesses. Even if your home or business is not destroyed by this project, what results is an ugly towering concrete structure right through the neighborhood. The proposed Light Rail from Northgate to Lynnwood closely follows the I-5 alignment except for Options C-1 and C-2. Why would the line deviate from I-5 in Lynnwood? Option C-3 (and C-4) would follow the I-5 alignment on mostly vacant land, with the least impact to homes and businesses. These options would also preserve Scriber Creek Park.

Who would want to have this concrete monster in front of their home or business? The noise will be unbearable, especially on the proposed curved track. These concrete structures will eventually be covered with graffiti and this

neighborhood will become a low rent industrial wasteland. Property values will be diminished and the city of Lynnwood will lose a very nice part of this town. This a critical decision for the future of our community.

The only sensible solutions are the C-3 or C-4 options.

Respectfully Submitted,

Michael J. Mayes, P.E. | President

mmayes@mayestesting.com

Tel: [425.742.9360](tel:425.742.9360) | Cell: [206.354.1060](tel:206.354.1060) | Fax: [425.745.1737](tel:425.745.1737)

MAYES TESTING ENGINEERS, INC.

www.mayestesting.com

Main: 20225 Cedar Valley Rd, Ste 110 | Lynnwood, WA 98036 |

[425.742.9360](tel:425.742.9360)

Tacoma: 10029 S Tacoma Way, Ste E-2 | Tacoma, WA 98499 |

[253.584.3720](tel:253.584.3720)

Celebrating 10 years in Portland: 7911 NE 33rd Dr, Ste 150 | Portland,

OR 97211 | [503.281.7515](tel:503.281.7515)

<image004.jpg><image005.jpg> Connect with us

This transmittal is intended for the individual/agency so named and may contain proprietary or other information confidential in nature. If you received this transmittal in error, or if the delivery of this document to the individual/agency so named is in error, please destroy this document in its entirety and notify the sender immediately.



maryellen walsh <tambosassy@gmail.com>

Lynnwood Link and Disproportionate Impact of Alternative Routes C1 and C2

Sat, Sep 7, 2013 at 10:59 PM

[Quoted text hidden]

Begin forwarded message:

From: maryellen walsh <tambosassy@gmail.com>
Date: September 6, 2013 12:20:00 AM PDT
To: somers.elaine@epa.gov
Cc: maryellen walsh <tambosassy@gmail.com>
Subject: Lynnwood Link and Disproportionate Impact of Alternative Routes C1 and C2

Dear Ms. Somers:

A 60 day comment period is simply not enough time for most members of the public to review, understand and then comment on the DEIS which, with its supporting technical reports, is more than 2000 pages in length. Further, the DEIS was published at the end of July and the comment period ends on September 23. Many people are on vacation. Lynnwood's City Council has been on hiatus, and many government agencies have shortened schedules and have not been available to answer our questions.

PERPLEXING PUBLIC COMMENT PERIOD

In addition to being too short, the DEIS public comment process is confusing by its references to two alternative C1 routes and two alternative C3 routes. It is impossible to tell where each route begins and ends. This review is made even more difficult because the Technical Reports almost never specifically cite to the sources or studies that supposedly support the analysis and conclusions, and even then the Technical Reports contradict each other.

INADEQUATE CHOICES

The number of alternatives are insufficient and limited to a false choice among routes that cross protected wetlands and in one or possibly two alternatives under C1, a (4f) protected property, Scriber Creek Park, that was purchased with Conservation Futures funding. The City of Lynnwood and Sound Transit did not even know the source of the park's funding until the last week in August. Further, it has yet to be determined whether the wetlands in alternatives C2 and C3 were also purchased with Conservation Futures funding because the maps provided in the DEIS, the City's maps of the same areas, and the naming conventions used in these maps differ depending on who created them.

NEPA requires that an EIS offer a wide-range of reasonable alternatives so that the decision-makers and the public can see and evaluate the various environmental trade-offs involved before deciding on a particular course of action. Neither alternatives C1 nor C2 are reasonable. C3 seems like the most

<https://mail.google.com/mail/u/0/?ui=2&ik=a2224c1ebd&view=pt&cat=Travel&search=cat...> 9/9/2013

reasonable alternative because it may (it's hard to tell from the DEIS) impinge the least on the wetlands. However, those wetlands may have been bought with Conservation Futures funding. Again, the maps are inconclusive.

The DEIS's authors did not even attempt to find alternatives that addressed transportation demand in ways other than tearing apart a neighborhood, a park and wetlands.

MISSING AND INCOMPLETE PARTS


The DEIS chose to put off or ignore the legally required analysis regarding several key aspects of this project's environmental impacts. As for the analysis the DEIS does include, it is often misleading, contradictory and so perfunctory that it doesn't make any sense as follows:

The DEIS fails to provide any real useful information regarding impacts to ecosystems, and its Technical Report also offers almost no specific analysis or citations to scientific research or sources. The DEIS's legally required 4(f) analysis of impacts to public lands is incomplete and fails to justify that such impacts are unavoidable or de minimis. It contains absolutely no detailed or final analysis regarding impacts on the endangered salmon species and trout that use Scriber Creek and fails to even mention the several Native Growth Protection Area signs scattered throughout the properties impacted by C1 and C2.

Finally, The DEIS contains an insufficient analysis of the disproportionate impacts of the project on Environmental Justice populations (routes C1 and C2 consist of diverse communities), including adverse effects from noise and air pollution, not to mention the psychological impact of having half the neighborhood bulldozed to the ground and replaced with a concrete jungle that will be begging for Graffiti.

Thank you so much for any help you can provide as our neighborhood is severely distressed and mystified as to why these are the only routes under consideration.

Maryellen Walsh
(425) 776-5374

 Linda Willemarck's comments on DEIS.pdf
143K

<https://mail.google.com/mail/u/0/?ui=2&ik=a2224c1ebd&view=pt&cat=Travel&search=cat...> 9/9/2013

I-267-001

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

TO WHOM IT MAY CONCERN;

I-267-001 | PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,

Joe Williams 9/5/13



Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: LEVA WEMA

ADDRESS: 11919 99TH PLANE # 203

CITY: KIRKLAND STATE: WA ZIP CODE: 98003

EMAIL ADDRESS: LEVITE@TODMAIL.COM

Please sign me up for project email updates

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

Comments

The Latvian Center has been an important part of not only my life, but my parents and every Latvian that I know. It would greatly sadden me & my community if for some reason we couldn't attend the church or the Latvian centers services anymore. I would like to see changes made in the plan of the project, so that it doesn't impact the Latvian center = Latvian community. Without the center I don't know where I would go to "my own" church & services as well as help out & volunteer w/ the center.

Sincerely,

Leva Wema



I-268-001

Thank you for describing the importance of the church and center to your family and 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-268-001

From: Buco4u@aol.com
Sent: Thursday, September 12, 2013 6:35 PM
To: Lynnwood Link DEIS; lianadberzins@gmail.com
Subject: Latvian Hall (Nams) in Seattle

Being blessed with a few friends that are Latvian I just have to say that everyone of them I have ever spoken to at any length has talked about the Latvian Hall (Nams) in Seattle without fail. They all speak of this place as if it is like their own home but with many more wonderful memories, experiences and time spent there then could ever be had at one's own home.

It would just be a shame to see any of this historical property with so many peoples wonderful memories lost!

Sincerely,
David Anderson

I-269-001 I

I-269-001

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.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Andrew R. Abolins, M.D.

ADDRESS: 9405- 17th Ave. N.E.

CITY: Seattle STATE: WA ZIP CODE: 98115

EMAIL ADDRESS:

Please sign me up for project email updates

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

Comments

I-270-001 Your proposal to displace our Seattle Latvian Lutheran Church is unacceptable. This is not the first time we have been forced to move. But this site we built up ourselves and has grown to support the entire local Baltic community. You may consider this an ethnic church with some members residing some distance away. I believe the majority factored in proximity and access to church when deciding upon their place of residence. It is an extension of our homes. If you take away this one building, you will also be asking hundreds of people to consider moving. Again. You may have that legal right, but you would be wrong to do so.

I-270-001

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.



From: MAX FISCHBACH <sig516ar@comcast.net>
Sent: Friday, September 13, 2013 10:51 AM
To: Lynnwood Link DEIS
Subject: FW: SOUND TRANSIT LYNNWOOD LINK
Importance: High

Sound Transit Lynnwood Link:

I-271-001

Based on the Draft EIS Round & Station Alternatives C1, C2, C3-OPT1 & C3-OPT2, what is the impact for each alternative relative to the following questions:

1. What impact would there be relative to north & south automobile traffic from 44th Ave W & 188th ST SW to 20610 44th Ave W (Embassy Suites Lynnwood North)?
2. What impact would there be relative to east / west traffic from 188th ST SW, 196th ST SW, 194th ST SW & 200th ST SW from 40th Ave W to 52nd Ave W?
3. What impact would there be for access to south bound I-5 from 44th Ave W & 36th Ave W?
4. What impact would there be for access to north bound I-5 from Popular Way?

Please provide responses to questions 1 – 4 addressing their impact relative to C1, C2, C3-OPT1 & C3-OPT2 to e-mail address: sig516ar@comcast.net or to the physical address below.

Thank you

MAX FISCHBACH
18704 41ST PLACE W
LYNNWOOD, WA. 98037-3715
MEMBER:

GERMAN SHEPHERD DOG CLUB of AMERICA
GERMAN SHEPHERD DOG CLUB of AMERICA - WORKING DOG ASSOCIATION
GERMAN SHEPHERD DOG CLUB of WASHINGTON STATE

I-271-001

Chapter 3 of the Final EIS details the performance of more than 20 intersections that Sound Transit and the City of Lynnwood identified for detailed analysis, as well as potential mitigation for impacts for each of the alternatives. The assessments were based on predictions of future traffic with and without the project, particularly in the areas where existing or future conditions already created traffic problems in the No Build condition, and where station area traffic would result in an increase. For the Preferred Alternative, Sound Transit identified improvements to mitigate congestion on 200th Street SW, including 44th Ave W. Traffic along 52nd or 188th Street SW is not expected to markedly change due to the project.



Impeach Obama



GO AHEAD, JUST TRY & TAKE IT, OR

"UBERLEBEN ZU KÄMPFEN AN EINEM ANDEREN TAG" [LIVE TO FIGHT ANOTHER DAY]



"YOU EITHER HAVE A GERMAN SHEPHERD DOG, OR YOU HAVE SOMETHING FAR LESS!"

I-272-001

Thank you for your comment supporting a light rail station at NE 145th Street under the following alternatives: A1, A3, A10, and A11.

From: Dan Kirkpatrick <danielrodgerskirkpatrick@gmail.com>
Sent: Friday, September 13, 2013 10:25 AM
To: Lynnwood Link DEIS
Subject: Please put a light rail station at 145th

I-272-001 | I live near there and look forward to being able to walk to the freeway and catch the light rail.

Thank you,

Dan Kirkpatrick
14303 Corliss Ave N

206 861 9543

From: Janis Klavins <jklavins@hotmail.com>
Sent: Friday, September 13, 2013 12:39 AM
To: Lynnwood Link DEIS
Subject: Latvian Church/Center

Greetings Seattle Sound Transit Organization,

My name is Janis Klavins, and my Latvian heritage is of great importance to me. The Seattle Latvian Lutheran Church/Center has been and continues to be an integral part of my life. It is a place of worship and education that has fostered Latvian Seattle residents to become pillars of the Latvian as well as the local American community.

I-273-001

Please reconsider placing the light rail in the parking lot, as it will make the church and center unusable for its members.

Regards,

Janis Klavins

I-273-001

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. Parking supply would also be maintained but would be modified by the realigned street entrances.

From: Roberts Kukainis <roberts@kukainis.com>
Sent: Friday, September 13, 2013 9:18 AM
To: Lynnwood Link DEIS
Subject: Latvian Lutheran Church and Community Center - Light Rail proposal

Re: Latvian Lutheran Church and Community Center - Light Rail proposal

Good afternoon -

I have visited the Latvian Lutheran Community center about 5 times in the last 10 years. Each of these times I have seen an increasing amount of activity, and higher participation level, than at previous events at the Center,

I-274-001

Although I live far from Seattle - 10 states away - it is apparent that the light rail plans and their effect on the Seattle Latvian Church and Center have caused a lot of concern among the Latvian Center members/participants. I am writing to request that you fully consider their opinions during the evaluation process about the effect of these plans on the Center's operations.

Thank you for your consideration, even of this e-mail from an out-of-area out-of-stater!

Roberts Kukainis

=====

Roberts Kukainis

roberts@kukainis.com

Tel # (864) 434-1656

I-274-001

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.

From: Mara Lazdins <mlazdins@gmail.com>
Sent: Friday, September 13, 2013 5:32 AM
To: Lynnwood Link DEIS
Subject: Sound Transit Board - Lynnwood Link Extension

To Whom It May Concern:

I am writing in response to the proposed Lynnwood Link Extension project. It is my understanding that this rail extension, would impact the Seattle Latvian Evangelical Lutheran Church & Center.

My husband was born and raised in Seattle. I met him for the first time at the Seattle Latvian Evangelical Lutheran Center. The American Latvian Youth Association held one of our board meetings at the center, which was followed by a social evening for Latvian youth and their friends.

This place holds deep meaning for my husband's family, friends - and now us, as a couple. It holds deep meaning to the Latvian community both in Seattle and throughout the United States. Every major city in the US has a Latvian Center like the one that the Lynnwood Link Extension is putting at risk. These centers are where we all (including myself growing up in Michigan), went to Latvian school as children, where we were baptised, confirmed, and married.

Although I am not a resident of Seattle, every time we visit my husband's family, there is some kind of function at the Center. We look forward to spending time at the Center, watching Latvian folk dancing, talking with family and friends and celebrating our culture and history.

I-275-001

Please consider and alternate route for this rail extension project. The impact this would have on the local Latvian community would be devastating. I cannot imagine if this happened to the Latvian center where I grew up.

The Latvian culture is a strong one. For Latvians who fled during the Soviet occupation and created new lives for themselves in the United States, this center is their home. It is not just brick and mortar. It holds deep cultural, spiritual meaning and I urge the Sound Transit Board to reconsider its extension plan.

Thank you for your time and consideration.

Regards,

Mara Lidacis

I-275-001

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. 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.

From: Danute Musteikis <danutemusteikis@gmail.com>
Sent: Friday, September 13, 2013 9:40 AM
To: Lynnwood Link DEIS
Subject: Latvian Center, Seattle , WA

I am writing you in response to your proposed transit changes which would impact the Latvian Center. Because we presently live in Olympia, it is difficult to attend meetings in Seattle regarding the proposed transit plans.

We(a Latvian/Lithuanian heritage family) have been regularly attending cherished functions at the Latvian Center since 1985. We have participated in weddings, funerals, yearly Independence Day commemorations and other joyful festivities such as St. Martin's Eve with the 3 Baltic communities and extended friends. One of our children was married at the Latvian Center's church. Our children have grown up with a strong connection to this place, and our hope is that our grandchildren will, too. There is a particularly unique motif at the Latvian Center which unites our distinct cultures. If you just step into the welcoming entry way, you may feel it too; the echoes of generations simply and powerfully sharing life.

I-276-001 | It would be a great shame to eviscerate this strong cultural bond, especially if other avenues for transit are available. Like the old song says, are you going to "pave paradise and put up a parking lot?"

Thank you for reading this.

Sincerely,

Danute Musteikis-Rankis & extended family

I-276-001

Thank you for describing the personal and cultural significance of the church and Latvian center to you and your family. 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.

From: Corine Schmidt <mlw39.cks40@gmail.com>
Sent: Thursday, September 12, 2013 4:09 PM
To: Lynnwood Link DEIS
Subject: Scriber Park

I-277-001 | To destroy this wonderful natural environment that is a real gem and used by so many people and is the home to wildlife would be unforgivable. This option must be off the table NOW. Corine Schmidt

I-277-001

Thank you for your comment regarding Scriber Creek Park and the potential impacts of Alternative C1. The Sound Transit Board has identified a modified Alternative C3 as the Preferred Alternative, avoiding the impacts to the park.

September 11, 2013

Laura Swift
401 S. Jackson Street
Seattle, WA 98104

I-278-001

My name is Rolands Juris Abermanis. I am a member of The Seattle Latvian Evangelical Lutheran Church/Center. By now I'm sure your knowledge of the history of displaced Latvians is broadened significantly and I would like to share my concerns for the proposed plans for our church and community center. My parents fled their homeland of Latvia in the midst of WW II. They were very fortunate to be able to come to the United States of America to restart their lives. They settled in Detroit, Michigan and with other members of the Latvian community organized and established their church and community center, as displaced Latvians did all over the country. I was born in Detroit and for the first 4 -5 years of my life knew only one language, Latvian. I graduated from our local Latvian school, participated in our local folk dancing group and made lifelong friends. After finishing college in Louisiana, my wife and I started our family. Our children Andris and Helena were born in New Orleans. The total Latvian population in New Orleans, including our family of four, was six. Our Latvian heritage and culture would have probably come to an end if we had remained in Louisiana. My wife Jennifer and I wanted to give our children the memorable experience of learning the Latvian language along with traditions and cultural rituals that can only be experienced in a Latvian cultural center. That chance came when my wife's work offered us a move to Seattle. We immediately became members of the Latvian community in 1997. I gave up a career of 16 years in the petroleum industry so that my children would have the same opportunity that I had. Our family has now been a member of The Seattle Latvian Evangelical Lutheran Church/Center for more than 16 years. My children have graduated our Latvian school, know the language, and have made lifelong friends in "THEIR" Latvian community. Latvians have been displaced from our country of origin by the Soviet regime and now by their adopted homeland, specifically Seattle Washington. is planning on displacing us once more. Losing or altering our place of worship and cultural center will be to some elderly the last straw. For many of our elderly, this is a repeat performance of what happened to our original cultural center in 1969, to build of all things "a playfield". You know our stories and many of them sound very familiar. We "Latvians" are a very proud and hardworking people we will survive. Thank You. Awaiting your reply.

Respectfully,

Rolands Juris Abermanis
17428 93rd Ave NE
Bothell, WA 98011

I-278-001

Thank you for describing the importance of the church and community center to your family. 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.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: MARKUS ALOIS ANOREJEVS

ADDRESS: 3818 - 228TH PL. SW

CITY: BRIER STATE: WA ZIP CODE: 98036

EMAIL ADDRESS: MARKUSAAA@HOTMAIL.COM

Please sign me up for project email updates

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

Comments

I HAVE BEEN A MEMBER OF THE LATVIAN COMMUNITY AND LUTHERAN CHURCH ALL MY LIFE. IN FACT, MY GRANDPARENTS HELPED BUILD THE COMMUNITY CENTER / CHURCH AND MY PARENTS MET HERE WHILE THEY WERE BOTH MEMBERS OF THE FOLK DANCE GROUP "TREJDEKSNITIS". I HAVE ATTENDED SCHOOL HERE, GONE TO CHURCH SERVICES, DANCED IN THE FOLK DANCE GROUP, SANG, PERFORMED IN TWO PLAYS, GONE TO CHRISTMAS BAZZARS, ATTENDED BOARD MEETINGS FOR THE WEST COAST LATVIAN EDUCATION CENTER, WEDDINGS, CHRISTENINGS, FUNERAL SERVICES, MOVIE NIGHTS, HEARD GUEST SPEAKERS, CONFERENCES, PARTIES, RUMMAGE SALES, ATTENDED POLITICAL EVENTS, AND EVEN ATTENDED OTHER BALTIC STATES EVENTS.

I-279-001 THIS CENTER SERVES AS A CULTURAL AND RELIGIOUS HUB FOR MANY PEOPLE UP AND DOWN THE WEST COAST. PLEASE DON'T TAKE AWAY OUR COMMUNITY CENTER!! THERE MUST BE AN



ALTERNATIVE TO SATISFY ALL GROUPS INVOLVED. SINCERELY, MARKUS ANOREJEVS

I-279-001

Thank you for describing the importance of the church and community center to your family. 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.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Osha Andrejevs

ADDRESS: 3818 228th Place SW

CITY: Burien STATE: WA ZIP CODE: 98036

EMAIL ADDRESS: osha.andrejevs@gmail.com

Please sign me up for project email updates

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Comments

I was not born into the Latvian community, but rather adopted by it. When my husband and I met 15 years ago our first date was a New Year's Ball at the Latvian Community Center. My first hint that this ^{community} was a very close knit family was when my date turned to me at midnight and excused himself so he could go to the next table and wish his grandparents (and all of the other members of the older generation) a happy new year. From that night on I knew that the Seattle Latvian community was the most supportive, connected, intergenerational community I had ever seen or heard of. I was quickly adopted into this family of over 700 core members despite my lack of knowledge of their culture or language. Since my adoption I have ^{been patiently taught about culture,} ~~learned~~ ~~about~~ dance (I have been an active ~~participant~~ ~~in~~ ~~the~~ ~~group~~ member of Trediksmi's folk dance group for over a decade), the importance of human connection, and even a few Latvian phrases: ^{None of} ~~these~~ ~~things~~ ~~would~~ have been possible and I would be a cultural orphan in this city without the Latvian church and community center. This place is where I learned about family, heart, and the Latvian culture, and continues to be one of the only places I feel truly at home, and accepted as I am. At the Latvian Community Center I have a purpose greater than myself.

I-280-001

I-280-001

Thank you for describing the cultural importance of the Latvian Evangelical Lutheran Church. 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-281-001

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

From: Kathy Annas <kathyxst@comcast.net>
Sent: Thursday, September 19, 2013 11:00 AM
To: Lynnwood Link DEIS
Subject: Lynnwood Light-rail Links

I-281-001 | Please register our preference for option C-3 as the location for the Lynnwood Light-rail link. This is the clear choice for me and the 3 registered voters who live at my house (husband and 2 adult children).

Thank you, Kathleen Annas

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Mara Apsitis

ADDRESS: 14030 69th Ave SE

CITY: Snohomish STATE: WA ZIP CODE: 98296

EMAIL ADDRESS: _____

Please sign me up for project email updates

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

Comments

I-282-001

The Latvian Center has been a part of my life since before I can remember. It is hard to separate my life from the Latvian community. My dad grew up here and my mom joined him when she moved here from Latvia. My grandfather also helped build the center. I feel like I have a community that I belong to, which is facilitated by this center. Here we have a place to gather ^{which} ~~the~~ accommodates a range of activities from Latvian card game night to a New Year's Eve dance party. Here we have a place to come together. I attended Latvian school here and remember the plays we put on, the Latvian poems that we memorized and delivered. My friends from school have come and gone now that I am in college, but my Latvian friends have lasted. I feel like they will be there for me, always, no matter what. It would be exceedingly difficult to meet with all of them if the Latvian Center no longer existed in the capacity that it does now.



I-282-001

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

From: Banionis, Arunas D.O. <abanionis@thedoctorsclinic.com>
Sent: Tuesday, September 17, 2013 1:32 PM
To: Lynnwood Link DEIS
Subject: Seattle Latvian Center

Dear Sound Transit Staff:

I am a member of the Lithuanian-American community of Seattle. Our country has been built by immigrants from many countries to include those from the Baltic States of Lithuania, Latvia and Estonia. Immigrants from these nations have made many significant contributions to our country over the last several centuries. My parents were forced to leave their homeland of Lithuania due to the ravages of WWII and were welcomed warmly in their newly adopted country of America. My own mother who is Lithuanian was first welcomed to freedom in a Latvian Displaced Person camp in post WWII Germany and attended a Latvian school. Such gathering places such as the Seattle Latvian Center have maintained that same tradition and welcome new immigrants. These centers have been integral in integrating new immigrants into the American mainstream.

Upon arrival to the United States, my parents were welcomed warmly in a facility that is almost identical to the Seattle Latvian Center. In almost every major American city there are community centers and churches that were founded by Baltic immigrants. They have served as a welcoming place to individuals who wished to preserve their cultural heritage. Such community centers played an integral part in facilitating the independence movement in these countries in the late 80s and early 90s that led to independent democratic states of Lithuania, Latvia and Estonia. Schools, folk dance groups and other organizations flourish around these types of centers. Existence of this center was key for establishment of the Baltic Studies program at the nearby University of Washington. The City of Seattle takes pride in the accomplishments of all of its immigrants, yet now a major construction project threatens the very existence of the Seattle Latvian Center.

It has come to my attention that the Seattle Latvian Center could be closed for an extended period of time due to construction of a light rail line or even outright closed. This center plays a vital role for the Baltic community here in the greater Seattle area. In these difficult economic times it is not feasible to just to "pull up the stakes and set up camp elsewhere". I kindly request that integrity of the Seattle Latvian Center be maintained and that adequate parking and access be allowed during these difficult times. A forced relocation or closure of this facility would be a terrible blow to the Seattle Baltic community. I strongly urge you to keep the Latvian Center open as it plays a significant role in our community.

With kindest regards,

Arunas T. Banionis, D.O.

I-283-001

Thank you for describing the cultural and personal importance of the church and community center. 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-283-001



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: ANDREJS BIRNBAUMS

ADDRESS: 4920 - 123RD P.S.E.

CITY: BELLEVUE STATE: WA ZIP CODE: 98006

EMAIL ADDRESS:

Please sign me up for project email updates

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

Comments

FOR THOSE OF US WHO EITHER LIVE IN THE NORTH OF NORTHGATE RESIDENTIAL COMMUNITY, OR PRAY AT THE LATVIAN LUTHERAN CHURCH, MY CONCERN IS AS FOLLOWS.

I-284-001

THE TRAIN TRACKS ARE PLANNED THRU THE COMMUNITY, CREATING DESTRUCTION OF PROPERTY, BUT THERE IS NO BENEFIT TO THE COMMUNITY. NOT HAVING ANY STOPS BETWEEN THE NORTHGATE TRANSIT CENTER AND SOMEWHERE NORTH OF 130th STREET, DOES NOT ALLOW THE COMMUNITY TO USE THIS TRAIN SERVICE. THEREFORE, THERE IS NO BENEFIT, ONLY DISRUPTION.



I-284-001

Thank you for your comment. The Lynnwood Link Extension light rail project is designed to be a benefit to all who travel the corridor between Northgate and Lynnwood. The potential station at NE 130th Street is approximately 0.7-0.8 miles north of the Latvian Evangelical Lutheran Church, while the Northgate Station is approximately 1.5 miles south of the church, but with bus service, or by bike, walking, or by car, the station would be accessible to church or center users. Bus services may also be realigned to better serve the rail station, which may help improve transit access; however, any bus realignment would be determined by King County Metro.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: ANDREJS BIRNBAUMS

ADDRESS: 4920 - 123RD PL. S.E.

CITY: BELLEVUE STATE: WA ZIP CODE: 98006

EMAIL ADDRESS: _____

Please sign me up for project email updates

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

Comments

AS A LONGTIME MEMBER OF THE LATVIAN LUTHERAN CHURCH,

I AM VERY CONCERNED ABOUT THE IMPACT AND CHAOS THIS PROJECT WILL CREATE. IT WILL CHANGE OUR WAY OF LIFE AT THE CHURCH AND THE UNIQUE CULTURAL CENTER, THE ONLY ONE IN THE STATE OF WASHINGTON.

IF THIS PROJECT REQUIRES THE LOSS OF THE PRESENT ACCESS, PARKING, AND THE CARETAKER'S HOUSE, MY EXPECTATION IS THAT SOUND TRANSIT WILL PROVIDE FAIR AND JUST COMPENSATION FOR THE PROPERTY LOSS. ALSO THE SAME APPLIES TO DAMAGE DURING CONSTRUCTION, PLANNED OR ACCIDENTAL.

I-285-001



I-285-001

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.

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-286-001

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

From: Jonathan Blubaugh <aracfi@msn.com>
Sent: Friday, September 13, 2013 12:32 PM
To: Lynnwood Link; Lynnwood Link DEIS
Cc: Kathleen Snyder; Terry Nightingale; Susie Schaefer; suemiller1@gmail.com; Qinglin Ma
Subject: Friday webcast

Gentlepeople,

I-286-001

I just learned about the three Lynnwood alternatives during a nature walk I gave at Scriber Lake Park on Sunday in conjunction with Edmond's Puget Sound Bird Festival. We quickly collected 28 signatures supporting Alternative C3 because of its minimal impact on Scriber Creek Park. Of the 28 signatories eleven separate municipalities are represented in Snohomish and King Counties. So like the light rail itself, the park is not just a town asset, but a regional asset.

The Environmental Project Engineer stated during today's webcast that C3 has little or no impact in Scriber Lake Park.

I am requesting the Pilchuck Audubon Society Board of Directors to take a position supporting C3.

I will mail in the petitions this afternoon.

Jonathan Blubaugh
425-244-7366

Sent from Windows Mail

**Petition to Save Scriber Creek Park and the Wetlands
Say NO to Alternatives C1 and C2**

The signers of this petition are opposed to Alternatives C1 and C2 routes for the Sound Transit Link Light Rail Lynnwood Extension because these alternatives would have the most significant negative environmental impacts to Scriber Creek Park and its associated forested wetlands and wildlife habitat and quality of life of the residents in the area.

Signature	Printed Name	Address	Phone	Email
	Douglas Resnick	7802-185 th Pl. SW, Edmonds Snowline	425-776-4811	dresnick1@comcast.net
	Lisa Bourgon	621 NW 175 th Pl	206 846 0411	labourgon@sig.hub.com
	ROBERT BOURGON	621 NW 178 th Pl 5 th Fl. R. 172, 200	206 546 0411	ROBERT.BOURGON@SIG.HUB.COM
	Sharon Sneddon	510 Forsyth Lane	425. 176. 4498	
	Judy Borer	Auburn WA 12725 SE 312 th	806.433.7349	grannyjude@226.yahoo
	Michele M. Riordan	507 NE Northgate Seattle, WA 98125	206-351-1929	
	Patrice VanDine	185 232nd Pl SW Bothell WA 98021	206 664 2479	pvandine@comcast.net
	Charlene Seelkast	Lynnwood WA 98021	206 664 2479	csellkaste@gmail.com
	Barbara Hiner	4300 179 th Pl SW Lynnwood WA 98037	425-787-1667	barbarahiner@sympatico.ca
	Lynne Graber	10725 24 th St SW Edmonds 98020	946-546-4666	
	Lynne Graber	1950 SE 63 rd Pl. Nether Island 99040	206-232-9074	
	Roba Bietak	4505 25 th St SW Moundview Terrace, WA 98045	609-468-7169	

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Signature	Printed Name	Address	Phone	Email
<i>Jay Lloyd Lison</i>	<i>Gay Lloyd Sisson</i>	<i>Kent WA 98034</i>	<i>206 353 7973</i>	<i>jloyd@comcast.net</i>
<i>Alana Fairbank</i>	<i>Mari Fairbanks</i>	<i>8022 202 St SW Seattle WA 98106</i>	<i>425-771-5370</i>	
<i>Alyssa Fandemur</i>	<i>Alyssa Fairbanks</i>	<i>8622 202 St SW Edmonds WA 98026</i>	<i>425-876-1844</i>	
<i>Lisa Anderson</i>	<i>Lisa Aikens</i>	<i>19230 84th Ave W Edmonds WA 98026</i>	<i>425-775-4778</i>	
<i>Daren Anderson</i>	<i>Daren Anderson</i>	<i>20208 84th Pl West Edmonds WA</i>	<i>425-778298</i>	<i>danderson@comcast.net</i>
<i>Bill Anderson</i>	<i>Bill Anderson</i>	<i>" "</i>	<i>" "</i>	<i>billanderson@comcast.net</i>
<i>Janae Schreyer</i>	<i>Janae Schreyer</i>	<i>10075 9th Ave W Everett WA 98204</i>	<i>425-244-7633</i>	<i>janaf@msn.com</i>
<i>Wendy Schreyer</i>	<i>Wendy Schreyer</i>	<i>1055 Edmonds St Edmonds WA 98026</i>	<i>425-771-7665</i>	
<i>Lynette Petrie</i>	<i>Lynette Petrie</i>	<i>430-3rd Ave So</i>	<i>425-712-1574</i>	
<i>Laura Dahlen</i>	<i>Laura Dahlen</i>	<i>21315 80th Ave W North Lynn WA 98036</i>	<i>361-651-2120</i>	<i>laura.dahlen@comcast.net</i>
<i>Eileen Weintroub</i>	<i>Eileen Weintroub</i>	<i>11915 37th Ave NE</i>	<i>LF 425-783-7837</i>	

**Petition to Save Scriber Creek Park and the Wetlands
Say NO to Alternatives C1 and C2**

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Signature	Printed Name	Address	Phone	Email
	Clark Cooper	17409 71st Ave W Edmonds WA	425-209-8978	regi_coppe@comcast.net
	JAMIE KIRK	19725 48th Ave W APT 11	425-876-9918	jamie.kirk@yale.edu
	Pamela RENZ	10025 9TH AVE W. EVERETT WA 98204	425-244-3585	PAMRENZ@comcast.net

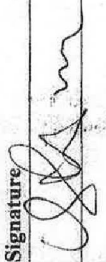
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Signature	Printed Name	Address	Phone	Email
	Priscilla K. Huey	2170 G 95 th AVE 10 Edmonds 98020	425-6410-5484	prkruey@comcast.net


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Signature	Printed Name	Address	Phone	Email
	Q. Inglin	12900 NE 76th St. Kirkland, WA 98033	4253736466	qinglin@inglin.com

**Petition to Save Scriber Creek Park and the Wetlands
Say NO to Alternatives C1 and C2**

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Signature	Printed Name	Address	Phone	Email
	Terry Nightingale	13724 34th Ave NW North Seattle	206-619-2383	+nightingale@comcast.net