I-341-001
Your comments concerning the presentation of information used to compare project alternatives are noted. The purpose of an EIS is to present potential impacts of a project to the public and decision makers. The various environmental resources are not weighted. The methodologies used to make estimates for project impacts are generally similar to the methodology used for the Central Link environmental review document and both are based on conceptual engineering design.

I-341-002
Sound Transit's objective is to develop a project that best meets the purpose and need for the project, minimizes environmental impacts, and is cost effective.

I-341-003
Your comments on spacing between the proposed light rail transit stations are noted. As a regional facility that is linked with the local transit network, the station spacing reflects a balance between access, travel times, ridership, current land use, and the land use plans of local jurisdictions. The neighborhoods between NE 130th and NE 155th Streets are among the most dense in the corridor, and therefore one station only with a larger gap between the stations would have given fewer people good accessibility to transit (particularly for walk or bike trips). The Draft EIS alternatives also were arranged to allow other combinations of stations, but as the strongest support in public comments and from local jurisdictions was for a NE 145th Station from early scoping through the Draft EIS, a unique alternative featuring a NE 130th and NE 185th combination did not appear necessary.

I-341-004
A detailed inventory of existing pedestrian facilities within 1/2 mile of the stations and existing bicycle facilities within 1 mile of the stations is
provided in the Transportation Technical Report that supports the Draft EIS impact analysis as well as the design of station areas and ongoing access planning. An inventory of existing transit services is also included in the Transportation Technical Report. City future land use plans were evaluated during analysis of station siting, and is also discussed in Section 4.4 of the EIS.

### I-341-005

All of the light rail alternatives would meet or exceed local jurisdictional, Sound Transit, and ADA design standards for pedestrian facilities fronting the stations areas and roadways that are reconstructed as part of the project. Specific locations where increased sidewalk widths are needed to accommodate peak pedestrian volumes are identified in the Transportation Technical Report, which is included the Final EIS as an electronic document. Bicycle lanes may be added to roadways reconstructed for the project where possible, but extensive bicycle lane striping or sidewalk completion is not a component of this project.

Section 3.2.8 discusses safety at intersections impacted by the project. Pedestrian and bicycle volumes are expected to increase at intersections near proposed stations, which could result in greater potential for conflicts. However, the project would have minimal impact on traffic safety; station areas will be designed for multimodal access and to minimize the potential for traffic conflicts. At NE 145th Street, for example, the project would improve safety with geometric modifications and access changes with a new signal at the I-5 northbound on-ramp at 5th Avenue NE.

### I-341-006

Your comment is noted. These factors were considered in the TOD potential analysis.
Your comment is noted. Current transit service in the project study area is discussed in Section 3.1.2 of the EIS.

I-341-007

I-341-008
Your comments about parking are noted. The Final EIS discusses Sound Transit’s current parking plans at each proposed station; see Section 3.2.7.
This comment required translation into English. The translation is located on the next page along with Sound Transit's response.

From: bruno.strautins@lma.lv
Sent: Saturday, September 21, 2013 10:59 AM
To: Lynnwood Link DEIS
Subject: Latviešu Sabiedriskais centrs

I-342-001
Sveicinājām, dārgie tautieši! Esmu sažiņā par ideju likvidēt Latviešu Sabiedrisko centru. To nedrīkst pieļaut! Šajā vai vienā no mūsu mazās tautos nedarzotājām kultūras saiminām plašājā pasaule! 

Cerēsim, ka izdosies to nosargāt!

Sirdsīgus sveicienus no Latvijas-
Rīgas-sūtot,
Bruno Strautins, Latvijas Mākslas akadēmijas profesors
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.
Your concerns about the Lynnwood Link Extension impacting your neighborhood are noted.

From: eajewell@hotmail.com
To: lynwoodlinkdeis@sound Transit.org
Subject: Comments on alternatives for segment A
Date: Sat, 21 Sep 2013 21:15:14 -0700

To Whom It May Concern:

After carefully reading through your executive summary of the DEIS, my heart is in my throat. I am going to have difficulty commenting on it without expressing that, but that panic is, in and of itself, something you need to know. I may not have a property that you confiscate (call it what it really is), but how you proceed with this project will either only moderately affect myself and my neighbors, or ruin my neighborhood (and possibly my finances). “The Greatest Good of the Greatest Number” should not come at such a high cost to those of us that already live here.

I live within 100 yards of the intersection of Roosevelt Way and 5th Ave NE. I often work from home, and have done since Nov 2006, so I know my street intimately. My street, NE 130th, will see only 4-6 cars NOT belonging to residents all day long. Neighbors walk their dogs up and down it. Hardly anyone parks on it - cars are tucked neatly into driveways. Gardens are usually well-tended, even creative, since they are on show to everyone. Because of our numerous trees, we get many birds, from migrating Juncos, to resident hummingbirds and Steller’s Jays. My neighbors two doors down the hill have had the rare and endangered Pileated Woodpeckers visiting their garden all summer. We only get this sort of wildlife here because of our extensive tree canopy and our peace and quiet. If the wind is from the east, birdsong is often louder than I-5.
Noise walls are planned for all alternatives in this area as mitigation for the light rail noise impacts that exceed the FTA criteria. See Section 4.7 in the Final EIS for the projected noise impacts in your area.

Foliage, if dense, can provide slight reductions in noise levels. It could provide up to a 3-dBA reduction in transportation noise for locations with at least 100 feet of dense foliage that contains leaves year-round. However, a 3-dB reduction in noise level is barely perceptible to most people, so foliage in virtually all areas of this project corridor has little effect in reducing noise.

As you noted, parking would be limited at the NE 130th Street Station, if it is built. One station option calls for approximately 100 spaces at a leased lot and another station option would not include parking. Chapter 2 of the Final EIS describes the NE 130th Street Station options.

Your comments about crime at the NE 130th Street Station are noted. See Section 4.14.2 in the Final EIS for Sound Transit crime analysis. Crime is not expected to increase as a result of operation of the stations. Several studies have concluded that crime around stations mirrors crime rates in the surrounding neighborhoods. Most areas in the project corridor have low crime rates. The stations would be well lit, continually monitored by security cameras, and regularly monitored by security personnel. 2010 crime statistics related to already built Sound Transit facilities show that the crime rate per number of riders at transit facilities and on light rail and commuter rail trains is substantially lower compared to overall per capita crime rates in the surrounding neighborhoods.
Your comment stating your preference for the Segment A alternatives that include a proposed light rail transit station at NE 145th Street is noted.

Sound Transit is interested in transit-oriented development in locations where it makes sense, so each proposed station location was assessed for that potential; see Section 4.2.4 of the Final EIS. This does not mean that all stations are good candidates for future development. Sound Transit prepared a Station Area Transit-Oriented Development Potential Report that provides details about each station area and how it might (or might not) support future development. Each city must be involved in discussions about how, and if, development might occur around a station. At the NE 130th Street Station, the current zoning to support future development is limited. Any rezoning is the responsibility of the City of Seattle and not part of the Lynnwood Link Extension project.

One of the key considerations in the development of the design alternatives was the protection of ecosystems, including wetlands and streams. Numerous federal, state, and local environmental laws and regulations have been enacted with this goal in mind; Sound Transit plans to comply with these laws and regulations. Sound Transit's commitment to ecosystem protection is further demonstrated through the agency's policy [Executive Order No. 1, Establishing a Sustainability Initiative for Sound Transit (2007)] on ecosystem mitigation, which is to avoid impacts on environmentally sensitive resources to the maximum extent practicable and to provide adequate mitigation to ensure no net loss of ecosystem function and acreage as a result of agency projects. These values are incorporated in the design of the alternatives for this project.
I challenge your design team to prove me wrong. 
Dejectedly yours,
Dr. Emily A. Jewell DVM

Section 4.8 of the Final EIS presents all the anticipated impacts on ecosystem resources by the project, and presents mitigation measures to address those impacts that would be unavoidable. One of the potential compensatory mitigation locations for wetland impacts is along North Branch Thornton Creek.

I-343-008
Your concerns about the value of your property near a light rail station are acknowledged. Section 4.3 of the EIS discusses the impact of the transit facilities on property values.

I-343-009
Sound Transit recognizes the importance of Thornton Creek and the citizens living within its watershed. Managing stormwater runoff to Thornton Creek and its tributaries is a priority for Sound Transit. Sound Transit will control potential risks to water resources through project planning, design, and the application of required best management practices. Sound Transit will improve conditions in the watershed by replacing existing areas of non-native vegetation with native plants. Sound Transit also will minimize the potential for construction of the project to interfere with possible future fish habitat restoration projects by designing and locating project features to avoid Thornton Creek.
I-344-001

The EIS includes a summary of the geologic hazards that have been identified in the project areas. The project design will address identified geologic hazards, including evaluation of erosion potential and slope stability along the project alignment, in accordance with applicable building codes. The project design plans will address stability of both the light rail elevated structure and the steep slope between I-5 and your property that is affected during construction and after construction. At this time, site-specific recommendations for prevention of mudslides or landslides on your property are unavailable, but will be available as the design progresses into final design. Sound Transit will employ measures to prevent slope destabilization during construction and operation of the project. Section 4.9 of the EIS discusses the mitigation for erosion and sediment control during construction. Section 4.11 discusses impacts to the geology and soils in the project area. Section 4.7 addresses noise and vibration impacts, and describes mitigation to address them.

I-344-002

Your concerns about the project's potential impacts on your property are noted. Sound Transit received Mr. Cameron's alternate plan, and it is included in this set of comments and responses. The Final EIS Appendix F, Conceptual Plans, shows the proposed alignment for the Preferred Alternative. Sound Transit has proposed mitigation outlined in the Final EIS and mitigation commitments listed in Appendix N to address project impacts, with the intention of avoiding and minimizing impacts on adjacent land uses.

To The Sound Transit Board,

My name is Wendy Nelson and my family lives at 20043 12th Ave N.E. directly below the Lake Forest Park Edmonds exit of I-5. This also puts us directly below the path of your Sound Transit project which will have a major impact on our home and neighborhood. I have read the DEIS report and talked to Matt Sheldon several times about our serious safety concerns. I would like to thank Mr. Sheldon, again, for coming to our neighborhood barbecue to speak with us about Sound Transit’s plans. Still many of my fundamental questions have yet to be answered with any degree of certainty or hard information.

The terrain between our home and I-5 is a very steep, tree covered hillside comprised mostly of fill dirt from the original I-5 project. My home is at the very bottom of this hillside and roughly 90 feet from your proposed rail line. This greenbelt between us and the freeway acts as a sound barrier, a beautiful visual barrier but more importantly the trees protect the hillside from erosion and absorb a great deal of water runoff heading towards the creek that borders the other side of our neighborhood. I would like to know your plans for dealing with the water run-off, the destabilization of our hillside during construction and the continued stability of the hill after your project is finished. I would also like to know your plans for sound mitigation as well as the impact of continued vibration on the hillside. What safeguards are in place in case of an earthquake or accident? Where can I see the results of your soil tests from our hillside? Who do we contact when trees from the state’s hillside fall onto our property once you remove the current windbreak of trees? What are your precautions to prevent mudslides?

My neighbor Michael Cameron has submitted an alternate plan for this leg of your project and I ask that you please give it serious consideration. It allows the track to avoid our neighborhood entirely and puts the rails on a trajectory more inline with the Mountlake Terrace transit center where the station will be located. I can only hope this change would be more cost effective than building sound walls, walls with landscaping for erosion control, catch ponds for water run-off and the strong possibility of lawsuits should any of these solutions fail to work. While we have been told repeatedly that you will be living up to all the required federal standards for all of these issues it has been my observation that federal standards are generally not the “gold standard” for an industry but more along the lines of the bare minimum required by law. We find these are very limited reassurances for us.

We love our homes and the quality of life our neighborhood has provided for us. We all chose this area for the beauty of its setting. We’re blessed with the variety of wildlife that inhabits the hillside including the occasional deer. I hope you will give us the same kind of consideration you would want for yourselves and your neighbors if this project was in your backyard.

Sincerely,

Wendy and Ken Nelson
Thank you for your detailed comments on the environmental justice, pertinent regulation, and your own personal experience associated with the Saint Paul Central Corridor Light Rail Project. 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.

Sound Transit communicated with representatives from the Latvian Evangelical Lutheran Church prior to the release of the Draft EIS; see Appendix L of the EIS, which lists all the project's outreach activities.
I-345-002

The analysis of traffic conditions presented in Chapter 3 compare future traffic conditions for 2035 for the No Build Alternative (without extension of the light rail system) and the light rail alternatives as people will opt to ride light rail. Section 3.2 explains that vehicular traffic will increase in the future, but it will not increase as much under the light rail alternatives. Completing the HOV lanes on I-5 is part of the evaluation of alternatives considered in the Draft EIS because such improvements are not under the purview of Sound Transit. Sound Transit will coordinate with the transit agencies serving each of the station areas in the future, but it will be the responsibility of the transit agencies to decide on the best alternative to improve bus transit connections to the proposed light rail stations. Light rail stations will included pedestrian and bicycle facilities; see Section 3.2.5 in the Final EIS. Chapter 3 discusses bus integration in Section 3.1.2.

Regarding tunneling, the topography in the project corridor lacks major changes that would point to a tunnel configuration as the most practical or cost-effective design approach. Sound Transit's alignment policy, described in Chapter 2, reserves tunneling as an alternative only when topographic, density, lack of available right-of-way, or environmental concerns mark other options inappropriate.

It is true that the Lynnwood Link Extension Project would remove multifamily housing and impact some wetlands. Sound Transit has attempted to minimize these types of impacts to the extent possible while designing the project to address the project Purpose and Need.

The extensive traffic modeling conducted at this initial phase of the project examined travel patterns of the work force residing in north Seattle to make sure that the selected project corridor would best serve the travel needs of workers. A map of the travel patterns of the north Seattle to Lynnwood laborshed is not included in the EIS, but the
analysis conducted closely examined available data to make sure the selected light rail transit corridor would best serve the metropolitan area.

Prior to starting the EIS analysis, Sound Transit performed an extensive Alternatives Analysis, which considered several routes and transit concepts. The Alternatives Analysis is located on the Lynnwood Link Extension Project website, within the document archive. Chapter 6 of the Final EIS describes the public outreach encompassing the Alternatives Analysis and continuing through the EIS process.

I-345-003
Your comments are noted. As mentioned in the response to comment I-345-001, the Latvian Church will not be displaced by the Lynnwood Link Extension because Sound Transit was able to redesign the access to that property.

Note: A duplicate set of comments was received as part of the email and is not reproduced here but is retained in the project files.
Your preference for a new Alternative C4 that has been recommended to Sound Transit by the City of Lynnwood is noted. What you refer to as Alternative C4 is similar to a modified Alternative C3, which is the Preferred Alternative. Chapter 2 of the Final EIS provides a description of the Preferred Alternative.

I-346-001

I prefer the C-4 plan proposed by the City of Lynnwood to Soundtransit for the Lynnwood Link.

C-4 has the least impact on Scriber Lake Park, wetlands and wildlife in our area.
Also, C-4 has the least impact on businesses and residents who would need to relocate.

C-1, C-2 and C-3 are not acceptable!

I attended the Sept. 14th meeting at city hall regarding this subject.

Thank you,

Ginny Harris
5823 202nd. St. SW.
Lynnwood, WA 98036
I-347-001
The Preferred Alternative evaluated in the Final EIS minimizes impacts to Scriber Creek Park and wetlands, businesses, and residents. Section 4.1 of the Final EIS discusses the project's property impacts for each alternative, Section 4.8 for wetland impacts, and Section 4.17 for parks impacts.

I-347-002
All Sound Transit facilities are designed to meet the requirements of the American with Disabilities Act (ADA). Paratransit load/unload locations will be reviewed during final design to minimize travel distance for persons with disabilities.

I-347-003
The comment names a proposal that was not part of the EIS or part of later suggestions by the City of Lynnwood. Sound Transit has developed a modified Alternative C3 as the Preferred Alternative.
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. Sound Transit will also maintain access to the church and center during construction.

Hello,

My name is Brianna Freimanis. I am a member of the Latvian community here in Seattle and am here to voice my concerns of the impact of the Lynnwood Link Extension in Northgate on our church and community center.

The Latvian Lutheran Church is the central gathering place for friends and families of Latvians living in the area. It is used very frequently by Latvians, Lithuanians, and Estonians living in and around Seattle for functions such as church services, rehearsals, weddings, meetings, and a Latvian school, which I attended as a child.

I am a member of the Latvian folk dance group, Trigileksne. We rehearse at the Latvian center every week, and would like to continue doing so as we perform very frequently and at international festivals, like the Latvian Song and Dance Festival we participated in this summer. I am also a singer in our choir, Sigulda, which performs at various festivals, community gatherings, and church services. Personally, the groups I am involved in use the center at least 2 times a week. If we lose this place to rehearse, I fear the effect it will have on our ability to continue the amazing work we do.

It is imperative that as construction moves forward with the Link Light Rail, we are allowed access to our center. Disrupted access or relocation of our center would weaken our community, both financially and emotionally. We have spent years re-establishing our community after the loss of our last center in the 1970s to eminent domain. We are fortunate, as a cultural group, to have recovered and maintained a place where we, friends, and family from across the country and world, can gather to celebrate our traditions. My concern is that another relocation or disruption would be detrimental to our continued cultural heritage, and perhaps would be one we may not recover from.

I fully support the Link Light Rail, and continue to hope that you will take into consideration the ongoing effects it will have on our Latvian community. Please allow us continued access to our center as you move forward with the Lynnwood Link extension project. Thank you.

Respectfully,
Brianna Freimanis
I-349-001
Bicycle facilities, including bicycle parking, will be included at light rail stations and on the trains. The project will include ADA-compliant pedestrian facilities that front the station areas and roadways that are reconstructed as part of the project.

Greetings

I urge you to take all reasonable means to accommodate bicycle riders on light rail and to encourage the development of safe bicycle and pedestrian routes to transit stations.

My children, grandchildren and I all ride bicycles and would appreciate a safe and convenient alternative to the automobile.

Thank you

Hank Landau

Henry G. Landau, Ph. D.
23829 115th Pl. W
Edmonds, WA 98020
206 546 2093
I-350-001

The Preferred Alternative moves the on-ramp to the north, which you indicate would be your preference. See Appendix F, Conceptual Plans, of the Final EIS. Section 4.1 and Appendix I-4.2 discuss the project's property impacts.

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I-350-001

A formal request to highly consider the option that moves the on-ramp North.

It is evident that this option is more difficult to adopt due to additional logistics with the DOT.

However, I implore that it IS THE adopted option due to additional bus access to the station (distance from on-ramp will be from one side of station rather than in the middle, allowing for a more sophisticated Shoreline bus transfer location than just two bus slots).

Another important item to consider is the reduced need to acquire the properties on the South side of 148th St., as well as reducing the negative effect of the properties on the North side of 148th St.

I thank you for reading this email, and I sincerely hope that these comments are deemed sound enough to warrant serious consideration.

Sincerely,
Matthew Alan Maxwell
(Life long resident of 145th impact area.)

What great thing would you attempt if you knew you could not fail?
- Robert H. Schuller
I-351-001

Please see the Final EIS Appendix F, Conceptual Plans, for specific details on the NE 145th Street Station. The ingress and egress to the parking garage will not be located on NE 148th Street.

Station parking facility sizing balances the need for parking supply with other good multi-modal connections in order to serve the needs of the region as well as local communities. Sound Transit promotes multi-modal access to their stations by including pedestrian and bicycle facilities, including bicycle parking, and by integrating bus and paratransit.

I-351-002

For construction, the local construction noise ordinance will be applicable, and Sound Transit is committed to maintaining construction noise levels within the criteria. Sound Transit would work with residents and businesses to minimize construction noise impacts.

For nighttime construction, some aspects of which could be needed due to the heavy volumes of traffic on I-5 and other arterial roads, a noise variance would be required from each of the cities where construction would be performed. During that time, Sound Transit will work with the local jurisdiction to arrive at construction specifications that minimize construction-related impacts to nearby communities. However, this would likely affect trucking or hauling activities, rather than the on-site work needed to build a garage or the station.
I-352-001

Your comments stating your support for a light rail transit station to be located at NE 145th Street is noted.

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From: Tom P <tommpo@hotmail.com>
Sent: Sunday, September 22, 2013 12:54 PM
To: Lynnwood Link DEIS
Subject: Comment on the draft DEIS

Sound Transit DEIS Comment:

I-352-001

I support locating Shoreline's southern Sound Transit station at the 145th street site. I prefer this location because fewer homeowners will be negatively affected there than would be at the 155th option. This is because the Jackson Park Golf Course and Lakeside School would be on the southern side of the station, not family homes. Neither the golf course nor the school would be negatively affected by that station. I am sure almost all people who bought homes in Shoreline did so because they like it as is and want to keep it that way, not to be bought out by developers or live in a high density congested area surrounded by apartment houses. For the common good Sound Transit should take those homeowners into consideration, and doing so would not negatively affect Sound Transit. For Sound Transit to succeed, the bulk of your riders will come from the entire region, not from the removal of single family homes and densification of small areas around your stations. I do not believe you will gain significantly more riders by choosing the 155th St. location over the one at 145th St. In addition, it should be much cheaper for Sound Transit and all government agencies to upgrade the infrastructure around the 145th St. exit, which is what most of your riders will use to access your station.

Again, I support locating the station at 145th street. Thank you.

Tom Poitras
I-353-001
Your preference for Alternative A1 is noted. The Preferred Alternative for this project includes Alternative A1 with modifications. The Preferred Alternative at your location would have a wall between the tracks and residences. See Figure G-13 in Appendix G of the Final EIS for an example.

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Dear Sirs,

Please accept this email as a comment on the Lynnwood Link Extension project.

Name: Darcy Niedermeyer
Mailing address: 13330 3rd Ave NW, Seattle, WA 98125
Property address: 147 NE 116th St, Seattle, WA 98125

This property is on the east side of I-5, next to the 117th St overpass as it becomes 1st Ave NE.

This comment is concerning Segment A, Northgate to Shoreline. There are 6 Alternatives to consider. Here are my opinions as they relate to the property at 147 NE 116th St, and the livability of that home.

A1 keeps the light rail away from the home and away from the neighborhood. It also preserves more homes in the neighborhood, with out having to purchase and relocate many local residents. This option keeps the rail the furthest possible from the neighborhood. With a planting buffer, this keeps this small neighborhood livable. This is my preferred option.

A3 (A7 & 11U & A7 (A10) both have the rail line running on my property line, with no buffer. This puts the rail 12' from the bedrooms of the home. This would be a major impact on the quality of life for living in this home. With the light rail running 20 hr a day, this will impact the people occupying the home for the next 50 years. It will also diminish the value of the property for resale, with no compensation from Sound Transit.

Thank you for your time in considering this comment.
Darcy Niedermeyer
I-354-001
Your comments about the importance of the Latvian Church and community center to you is acknowledged. 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.

The Latvian Community Center and Church play a vital role in keeping the Latvian language and culture alive. Saturday School is well attended by students up to the 12th grade. The students learn the language, customs, songs etc. We have an annual garage sale which, in addition to being a fundraiser, brings neighbors from far and near to purchase many Latvian baked goods. And buy high quality garage sale items. The majority of the attendees are repeat customers. Our Christmas Bazaar also brings repeat customers, some from as far away as Whidbey Island, Tacoma and Portland. This event offers the opportunity for the Saturday School parents to raise funds to keep the school viable. Also, the customers may purchase hand-made goods, jewelry and baked goods. Thus bringing our culture to many people.

Our dance troupe utilizes the Center for practicing, as well as performing. They raise funds through their performances so they can represent the Seattle Latvian Community at Latvian Song/Dance Festivals in North America and abroad.

The Center hosts a fund raiser to support the Baltic Studies program at the University of Washington. The program includes Latvian, Estonian and Lithuanian studies.

The Church services are well attended and have an English language service once a month. Thus not excluding those who do not speak Latvian. They also have Sunday School for youngsters and Bible study sessions.

Our Center is not only for Latvian events, but is open for Estonian and Lithuanian events such as their independence day celebrations. They also participate in events hosted by the Latvian Community.

The current site has been home for many years after being displaced from the Wallingford location in 1969. It would be a major financial impact to our community if we need to start all over again. Also, many of our population are elderly. A move may affect their ability to get to an unfamiliar location. The caretaker and her family live in a house on the property, the proposed change will disrupt an entire family.

There are many negative impacts to the Latvian Community if the Sound Transit proposal is approved. Please take these in to serious consideration before making a decision.

Thank you
Dagnija Valdmans Johnson
I-355-001

Your desired improvements for the NE 185th Street Station are noted. Many of the items listed are included in the current design such as, at-grade, parking garage on the west side of I-5 and bicycle parking. See Appendix F for the current design of this station.

I-355-002

Your comments about to the proposed light rail transit stations at NE 130th, NE 145th, and NE 155th Streets are noted. Your preference for the NE 145th Street Station Option 1 is noted. The station design at NE 145th Street for the Preferred Alternative has been revised since the Draft EIS; see Appendix F of the Final EIS for the current design.

The current design has the entrance/exit for the parking garage on 5th Avenue NE, not NE 148th Street. Also, the kiss and ride area is not located right off of 5th Avenue NE.

As your comment suggests, there are trade-offs and pros and cons at each of these locations. Station analysis indicates that ridership will be similar regardless of the station locations; see Section 3.2.2 of the Final EIS.
homes within a 15 min. walking radius (I walked it!) around the 155th st. station vs the 145th st. station. Diverting increased bus traffic to 155th may be better than the already clogged 145th area. Driving on 5th Avenue near 145th will give you a better sense of traffic. I don't envy the decision you have to make re: 145th vs 130th and/or 155th st. stations. I would say that 130th provides easier access for more low income homes concentrated in that area and connects the Lake City and Bitter Lake areas to light rail, but your materials seem to suggest that people in those areas would take the bus south to the Northgate station.

Thank you for your enormously detailed DEIS. I look forward to participating further as station design progresses.

Sincerely,

Renee L. Laigo
Thank you for your personal comments describing the cultural importance of the Latvian Evangelical Lutheran Church to you, the region’s Latvian community, and the larger Baltic community. 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.
and the Latvian Church and Community Center has been an essential part of that preservation. I urge the Sound Transit board members, engineers and planning committees to find a solution that does not once again force us to lose what we've worked so hard to build and maintain.

Thank you,

Tija Iles
8509 57th Ave E
Puyallup, WA 98371
Thank you for expressing the importance of the Latvian Center to you and the Latvian community. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

I-357-001

I wish to add my voice to the many concerns you must have received over the proposed plans for the Lynnwood Link Extension of the Sound Transit Link Light Rail system, along the east side of I-5, with potential devastating effect on the Baltic community in Seattle and beyond.

I was born and raised in a Latvian family in Seattle. A huge part of my childhood and youth were spent at the Latvian center, where there was always something going on: Latvian school on Saturdays, church on Sundays, folk dancing, choir, crafts groups and so on. I remember pitching in as a teenager on volunteer weekends to help build the church and center. Next to me were other teenagers, pensioners, people from all over the Northwest. One big family doing their best to build a home for future generations to be able to preserve and honor their heritage.

As it happens, I have now lived most of my life in Europe, away from Seattle -- but not really ever away from the Latvian center at 11710 3rd Ave N.E. Over the years, I have always managed to return there for family events -- weddings, milestones, and funerals. I celebrated my own marriage there and attended the funerals of both of my parents. In short, I could not begin to imagine my family's life without the Latvian church and community center, which are now under such grave threat. To me and to many others these are not just buildings on a piece of land. This is a major part of us.

Surely there must be a way to develop modern transportation networks without crippling a community that brings a cultural richness to the diverse mosaic that is the strength of Seattle and, indeed, the USA. Please consider these very human factors as you continue to evaluate the impact of the proposed plan. Thank you.

Sincerely,

Erik Rusis

London
Station parking facility sizing balances the need for parking supply with other good multi-modal connections in order to serve the needs of the region as well as local communities. Sound Transit promotes multi-modal access to their stations by including pedestrian and bicycle facilities, including bicycle parking, and by integrating bus and paratransit.

I-358-001
I am opposed to parking structures at proposed stations on 145th and 155th in Shoreline.

Light rail through Shoreline is suppose to curb automobile use. However, any parking lot invites automobile use. By building a parking structure, you are encouraging commuters to drive through the surrounding neighborhoods of the station to get to the station. To make light rail more environmentally friendly, you should instead be promoting walking, biking or taking the bus to the station, not driving a car. Moreover, a parking structure would blight the neighborhood of the light rail station. Who wants to live near a parking structure?

As I understand it, there is a city ordinance in Seattle that prohibits creation of new parking lots. Shoreline has no such ordinance. Given the proximity of the proposed stations to Seattle, a parking structure would attract a significant number of Seattle commuters. There is something unfair about this and the impact will be borne entirely on the Shoreline neighborhoods surrounding the new station, whether that is on 145th or 155th.

Yoshiko Saheki
2349 N 147th
Shoreline, WA 98133
Thank you for your comment stating your overall support of the Lynnwood Link Extension project and your particular support for the A5, A7, A10, and A11 alternatives.

Hello,

I am a resident of the Olympic Hill neighborhood of Seattle, and I am very excited about light rail coming here to the north end! I urge you to complete this project as soon as possible so that we can decrease congestion on I-5 and make our city cleaner and more walkable. To that end, I would advocate for a stop at 130th St and Roosevelt Way, which is a large, walkable intersection served by the 41 bus and near high density housing and some retail.

So I would like to see option A5, A7, A10 or A11 implemented.

Thank you.

Sincerely,

Julia Sandler
1714 NE Brockman Place
Seattle, WA 98125

---

Julia Deak Sandler, PhD
Extension Lecturer
Univ. of Washington Intl & English Language Programs
phone: 206.522.5578
Please see Chapter 2, Sections 2.6.1 and 2.6.2, for a discussion of the environmental, transportation, land use, and other factors that led to alternatives along I-5. As Section 4.1 of the EIS explains, using I-5 right-of-way reduces the amount of private property acquisitions.

Station parking facility sizing balances the need for parking supply with other good multi-modal connections in order to serve the needs of the region as well as local communities. Sound Transit promotes multi-modal access to their stations by including pedestrian and bicycle facilities, including bicycle parking, and by integrating bus and paratransit.

Sound Transit’s transit-oriented development policies support such development around its stations, with Sound Transit working in partnership with local jurisdictions and potential developers. However, local jurisdictions control the land use decisions that ultimately determine what kinds of development can occur.

I-360-002
Agencies often do not have a Preferred Alternative identified during the Draft EIS evaluation stage because the Draft EIS is the first time all the potential impacts of a project are presented to the public and decision makers. The Preferred Alternative is identified in the Final EIS.

I-360-003
Your comments about the Lynnwood Link Extension are noted. Chapter 6 of the Draft EIS provides an overview of the public outreach activities and methods for this project.
I-360-003

will constitute a commuter railroad that sees limited use outside of peak hours. I understand that ST has to look out for many interest groups but the future of our region should have immense weight when considering the design details of a project that will not be fully-realized for 10 years and will have an indelible affect on the spacial composition of our region for decades afterward.

Last but not least, thank you! Keeping a pulse on public sentiment around a large project is no small task and I can’t even begin to fully appreciate all of the measures taken to make sure as much of the public is engaged as possible. I am curious about all of the different ways you field public input and how you weight it and how it shapes a project. Is there any more detail you can provide about the process than what is on the web site?

Thank you so much!

--
Shane Valle
University of Washington ’14
Civil Engineering
School of Music
I was born in Milwaukee, Wisconsin to Latvian and American parents. My parents were instrumental in my developing a keen interest in my family heritage, both American and Latvian.

I am a proud US citizen. I am also proud of my Latvian heritage.

I moved to Seattle in 1978, when I was 21 years old and discovered the Seattle Latvian Center and Church in the early 1980’s when I started attending the annual Christmas Bazaar (held each year in early November). It satisfied my hunger for the taste of the foods and the sound of the Latvian language of my Latvian mother and her parents.

I joined the Seattle Latvian Folk Dance Group Trejdeksnitis (tray-decks-neet-iss), in 2002 and have been a member ever since. We rehearse in the wonderful hall at the Center each week for 3 hours from September through June or July. We are able to learn and share the richness of Latvian music and dance by performing at key events in the Seattle Latvian community as well as for local community events (NW Folklife Festival), at the North American Latvian Song and Dance Festivals, and of course, the epic Latvian National Song and Dance Festival in Riga. This summer, we had the thrill of participating in the Song and Dance Festival and joined the largest group of participants in the history of the Festival (over 40,000 singers, dancers, musicians and artisans) due in large

I-361-001
Thank you for your comments describing the cultural importance of the Latvian Evangelical Lutheran Church to you and the Latvian community. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.
part from the support and guidance of the Seattle Latvian Community Center and its numerous organizations. Being able to be a part of something so culturally significant is something younger generations should be able to look forward to. Tērķes nīti (tray-decks-neet-iss) has been in existence since 1962 and there would be a huge void if its Latvian Center home no longer existed.

Because I see the importance of learning and sharing cultural heritage, over the years my involvement in the Seattle Latvian community has deepened. I have studied Latvian language at the UW Baltic Studies Program, which has strong ties to the Center. My daughter attended the Latvian Saturday School here for 2 years and joined me in the dance group for 4 years.

I have been singing with the Latvian Vocal Ensemble Sigulda for the last 2 years. This wonderful collection of singers, and our dedicated director, rehearse at the Center weekly (in the hall or church) and perform for church holidays and important cultural gatherings.

I volunteer for events and fundraisers as I can, to support the hard working, dedicated and resilient people that are the roots that keep the American-Latvian community alive.

This Center is a beacon for Latvian-Americans in the Pacific Northwest, and needs to continue to act as a central hub. It needs to be a hub for social and cultural gatherings, to provide people with the opportunity to network with one another, allowing experiences and information to be passed around. The sharing of ideas is arguably one of the most important facets of a progressive society as it promotes collaboration amongst people and helps define what is commonly called community.
The unity of the Latvian community has played a huge role in preserving its culture over time.

The Seattle Latvian Center needs to remain as a beacon of culture, especially as younger generations may find the need to become educated about their heritage.

Sincerely,

Sandra A Vetter

2315 NE 89th St.
Seattle, WA 98115
206-930-8326
svetter@seanet.com
Dear Sound Transit Board,

I submit the following letter of comment concerning the Draft EIS report Sound Transit prepared for the Lynnwood Link Extension project.

As a resident in the general vicinity of the 185th St Station (approximately ¼ mile west of the station and just N. of N. 185th St.), one of my major concerns is accessibility to the station by means other than the automobile. The station and train route will obviously have the most visual and auditory impact to those residents living adjacent to the sites. On the other hand, the congestion that comes with increased traffic flow to and fro the station will have an impact to all the residential neighborhoods surrounding the station.

Transit service and connectivity, as well as safe pedestrian and bicycle routes need to be prioritized in the station area planning. This should include:

- Covered walkways, bike lanes, and dedicated transit lanes as part of the rebuild of the NE 185th St bridge on I-5.
- Promote pedestrian safety and access by building sidewalks and/or the station
- Parking should be considered as part of the station, but the number of parking spaces should be carefully considered. Build too many, and single occupancy vehicular traffic will be encouraged. Build too little, and residential streets may be over-run with station parking. I am a proponent of a 300 car capacity parking garage on the west side of I-5 along NE 185th St.
- Add appropriate traffic control devices and/or design elements to promote safety for commuters, neighborhood residents, and vehicles at the redesigned intersection of NE 185th St. (as shown in Option 1).
- Transit access loop turning into the station from 8th Ave NE and exiting the station via NE 185th St. (as shown in Option 1).
- An at-grade train track and center platform design as shown in Option 1. An at-grade is preferable over the visual and auditory impact of an elevated train.

I am concerned that the N. 185th St station could become a large Park and Ride facility, when it should be so much more. The station will be a large physical presence in the community. As such, its design elements should support the surrounding community in order to mitigate the visual and auditory effects of the station and train route. These design elements should include:

- Architectural and artistic elements to the station building and surrounding area to create a station that is aesthetically pleasing and reflective of our community’s cultural diversity.
- Locate the parking garage on the West side of I-5 along NE 185th St. (as shown in Option 1). This parking garage could help with the parking needs of large sports events such as the high school football games and soccer tournaments
- The station design should include public gathering places to enjoy music and mingle with friends. Provide inside and outside public gathering places. Include a

I-362-001

Your comments about the NE 185th Street Station design are noted. Appendix F, Conceptual Plans, contains Sound Transit’s current design for that station.

The light rail stations will have pedestrian, bicycle, and transit facilities to support and encourage multi-modal access. The project will construct ADA-compliant pedestrian facilities fronting the station areas and along roadways that are reconstructed for the project.

Design elements of the station and parking garage will consider the context in which the light rail facility is located. However, the final design of the station will focus on providing the necessary features of a light rail station.

Station parking facility sizing balances the need for parking supply with other good multi-modal connections in order to serve the needs of the region as well as local communities. Sound Transit promotes multi-modal access to their stations by including pedestrian and bicycle facilities, including bicycle parking, and by integrating bus and paratransit.
Sound Transit will preserve as many mature trees as possible, and replant disturbed areas. The incorporation of green roofs could be incorporated in the design, but that decision would be made during final design.

Sound Transit requires all projects to consider low-impact development (LID) methods, such as permeable pavement, as a first choice for stormwater treatment (Design Criteria Manual, July 2012). Sound Transit will evaluate the feasibility of permeable pavement throughout the project area.

Respectfully submitted,

Barbara Guthrie
18531 Ashworth Ave N.
Shoreline, WA 98133
Thank you for your comments describing the importance of the Latvian Center to you. 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.

Prior retiring my company - BOAS Inc. - from active cultural resource work, we had the opportunity to serve Sound Transit as a contractor on the main Link Light Rail project. It was overall a positive relationship and I have always supported public transit, as a concept and personally.

Little did I expect that the Sound Transit project beyond Northgate would negatively impact the heart of the Latvian Center, a place that is the core of the Latvian American community in Seattle, a community of which I am a part. As an anthropologist, I have worked with many communities as they have struggled with forces that are a constant threat to their existence. The current interaction between Sound Transit and the Latvian Center community (including American of Latvian, Lithuanian, and Estonian descent) is not unlike others I have worked with. Except this time it is happening in the context of my own ethnic community.

Community centers of various ethnicities are often the key points of contact between members of a specific community as members strive to maintain an ethnic identity. This process of retaining identity while becoming a part of the American fabric is an important aspect of our larger society. You will undoubtedly be getting many letters detailing the significance of the Center from individuals and institution to whom it is of great and sustaining importance. I would like to add my name to that of my fellow American of Latvian descent. Please do seriously reconsider alternatives to the impact your current plan will have on this community.

If I can be of any assistance in this process, please let me know.
Thank you for your comments describing the importance of the Latvian Center to you and the Latvian community. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained during construction and operation of the project.

I-364-001

I am writing this letter out of concern for the impact of the Lynnwood Link Extension on the Latvian Church and Community Center located at the above address. As it is currently slated, any of the link options provided in the DEIS by Sound Transit will severely limit, if not bar, access and use of the community center that is home to many, and that simply cannot be allowed.

This center is home to more than just a church. It is also the local hub for all Baltic (Estonian, Latvian and Lithuanian) communities and their respective activities. Much of my life has been spent at the Latvian Center, including but not limited to: Saturday morning Latvian language school, Sunday church services, dance practices for the local folk dance ensemble “Trejleckis” and confirmation classes. This church and center has seen the beginnings of many new lives, as well as the final farewells for others. These activities have had a profound impact on who I have become as a person, and continue to shape the youth of the Latvian American community here in Seattle. I am concerned that limiting access and use of the Latvian Center during and after construction will have an unfathomable impact on the Latvian community as a whole. In 1996 our first Latvian center in the Wallingford area of Seattle was acquired by eminent domain for the construction of a park. This was perceived by the Latvian community as an opportunity to construct the very center that is now threatened by the Lynnwood Link Extension. From 1969 to 1972, when the construction of the new center was completed, the Latvian community had a difficult time keeping the church, school and cultural activities operating in various rental spaces. This time around relocation cannot be an option, as many families have moved to the area in order to be proximate to the center.

Even if access and use of our center is barred only for the duration of the construction of the link, it would have a devastating impact on our community, especially the youth who are currently learning what it means to be Latvian. Without a home for our Latvian community during those years, I feel that there could be an insurmountable decline in community participation and engagement in cultural activities. I urge Sound Transit to continue to explore different options in the engineering and construction of this link segment that would not impact this center as drastically as it is currently slated to.

I thank you for taking the time to read my comments and concerns, as well as those from other members of the community. I sincerely hope you come to recognize the grim situation we currently find ourselves in.

Sincerely,

Eduard Raizers
Project Lead, The Gear Works, Seattle
Thank you for your comments describing the history of the Latvian community in the US and in Seattle, and the Latvian Center's importance to the community. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained during construction and operation of the project.
acquire a church and center of our own. I believe our first church and center at 43rd and
Densmore (and how we lost it) has already been thoroughly discussed.

The 43rd and Densmore matter was a huge setback, left as with very little money, and begging
and pleading for other facilities in order for us to continue our activities. It must be said there
were many, many helping hands in that regard but we still did not have a home of our own.

In time a property was found, donations and personal loans made and eventually we commenced
building our "Latvia in Exile", still with the determination that we would not be wiped off the
face of the earth. This "Latvia in Exile" purposefully was designed and built to handle all sorts
of activities, activities to maintain and teach our language and culture (and have some fun as
well). Large and small spaces were provided for innumerable activities, many focused on
teaching our children about our heritage. There were classrooms, meeting rooms, a large
kitchen, a large hall with a stage and one that could be used for dances, balls, and large
meetings. I must point out here that these dances were family affairs attended by grandma,
grandpa, mom, dad, the teenagers and even the little kids. They were all generational and, on a
personal note, great fun.

A somewhat unexpected outcome of the Church and Center is that it has become our day by day,
nail by nail living history of us all for the past 65 years. The moment you walk onto the property
you see evidence of who did what, when. We see the work of an uncle (now deceased, but
remembered) who did the landscaping, we see the work of a father, grandfather or even great-
great-grandfather who worked on the roof, we see the building a father, and now grandfather, spent
hours, days, weeks to design (during his "free time") all with the goal of leaving something
for his family and their future. It is a walk down memory lane for those of us who knew these
people, but more importantly it is a living monument of the work done by the parents,
grandparents and great grandparents who first lost everything, started over, started over
again, and then over again until they finally prevailed.

No spanking brand new building will ever replace this facility. Mitigations you promise and
swear by will do nothing but, in time, make the place an unlivable that eventually people will
stop coming (Christmas Eve candle light service with trains zooming by every couple of
minutes?). In essence, what the Soviets could not accomplish Puget Sound Transit will - all
under the guise of fairness and freedom for all.

Dzintra A. Zommers
5341 Ruby Way NE
Bainbridge Island, WA 98110
dzommers@q.com
The building was built without asking for any handouts or favors from the government or any other entity whatsoever. It was built solely with the community's own labor. Vacations were given up as were weekends and holidays.
Thank you for your comments describing the importance of the Latvian Community Center to you. 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.
Your comments about the Segment C alternatives are noted. The Preferred Alternative evaluated in the Final EIS includes a modified Alternative C3. This alternative minimizes Scriber Creek Park and wetland impacts, and realigns the guideway and station to better connect with the Lynnwood Transit Center.

I-367-001
Preferred alternative station placement in Lynnwood
Regarding the placement of the Lynnwood station, this letter rejects C-1 because of its negative impact on existing property owners (106 parcels, 77 residences and 31 businesses) and its negative impact on Scriber Creek Park. There is no sound economic reason to run the elevated railway above 52nd Ave West, which is developed, instead of along I-5, which is not.
I-367-001

Regarding alternatives C-2 and C-3, our project support hinges on two things: parking garage access and impacts to Scriber Creek Park and the Interurban Trail. Of the two alternatives, C-3 has the least impact on Scriber Creek Park and C-2 the least impact on the Interurban Trail. As proposed, C-2 is more likely to attract ridership because of ease of access to the rail station. However, we do not believe that the C-2 proposal is the best solution for commuters, residents or the environment.

I-367-002

Regardless of the alternative chosen, expanded parking at the transit center is essential as it is already over-capacity. For aesthetics and practicalities, the logical location of the parking garage should be in the current southeast park-and-ride lot, east of 46th Ave West. The Draft EIS includes analysis only for locating the parking garage west of 46th Ave West.

Alternative parking proposal for C3.

- First, this section of the park-and-ride (southeast of the transit center) is in an area of negative slope relative to 200 Street SW and the transit center. Thus an elevated parking garage would be less visible from residences and businesses.

- Second, an elevated station could connect directly onto the parking garage, which could serve as the foundation for a pedestrian and bicycle walkway to the transit center area (perhaps exiting alongside the existing 4-way stop, east side). This walkway could also provide ADA-compliant access to the transit center.

Without easy access, the distance from the transit center and elevation differential will be a barrier to ridership for the C-3 alternative. For example, the walk from the (current) leased Northgate parking garage spaces (southwest corner) to the transit center is approximately 200 feet, on level ground. The Lynnwood walk could be as much as 500
Your comments about the potential economic impact of the project on property values are noted. See Section 4.3.4 of the Final EIS for a discussion of this topic.

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

As with all its light rail and parking facilities, Sound Transit will design the Mountlake Terrace Transit Center Station and parking facility to fit well within the community, and to effectively provide access. The Preferred Alternative would not add more parking spaces, but the Final EIS includes options at the Mountlake Terrace and the Lynnwood Transit Center that would increase the overall total compared to the Draft EIS alternatives. Section 3.2.7 of the Final EIS discusses the proposed parking facilities.
Thank you for the opportunity to comment on these proceedings.

Kathy E. Gill & Michael S. Schamens
7025 193rd Pl SW
Lynnwood WA 98036

Laura & John Kimball
7123 192nd Pl SW
Lynnwood, WA 98036

Colleen Kwan
5605 215th Pl SW
Mountlake Terrace, WA 98043

Maurice & Dixie Schamens
7033 193rd Pl SW
Lynnwood WA 98036
Endnotes


September 23, 2013

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

Dear Sound Transit:

I write to state my concern about the fate of Latvian Church & Community Center as you proceed with Light Rail extension to Lynnwood. On this subject you will have already heard from many Latvians, Estonians and Lithuanians, who for obvious reasons want to save the Center for their own unique purposes of cultural and religious expression and preservation. My perspective comes at one remove from those of Baltic heritage but it is nonetheless deeply felt. I have no Baltic family lineage but my wife of 40 years is Latvian-American. Through the decades I have learnt a good deal of the Latvian language, sufficient to take some part in the richness of this vibrant culture.

You should keep in mind that there are many like me, non-Balts who are yet part of the extended reach of the Baltic tradition and who value it profoundly. It is not only Balts who go to the wide range of events at the Latvian Community Center & Church nor it is only Balts who see the beneficial workings of these institutions on broader society.

While I have nothing against the expansion of light rail, and, indeed, as a Lynnwood resident welcome it, I do feel you need to rethink the effect of your plans and revise them in such a way as to leave the Center and Church as undisturbed as possible.

Yours very truly,

Richard C. Wiest
2030 151st PL SW
Lynnwood, WA 98087-6345
Tel. 425-678-8774
porculcelmie@gmail.com

I-368-001

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.
I-369-001

Your comment stating your preference for Alternative C3 is noted. The Preferred Alternative in the Final EIS is a modified Alternative C3, with a parking garage east of 46th Avenue West. See Appendix F, Conceptual Plans, for the current design drawings.

Dear Ms. Swift:

A few thoughts concerning the Lynnwood Station and MLT stations.

Placement - Lynnwood station, I reject C-1 and C-2 because of their negative impact on existing property owners, their negative impact on Scriber Creek Park, and poor use of existing right-of-way (I-5 corridor). There is no viable reason I can see to run the elevated railway above 52nd Ave West, instead of along I-5.

Alternative C-3 is my preferred option, especially if the parking garage is put where the current transit center parking is at, and expanded vertically. The same goes for Mountlake Terrace Freeway Station, increase of parking capacity is necessary (I currently live very near it and frequently the parking is full). I do understand option C-3 impacts the Interurban Trail but compared to alternatives C-1/2, it has the least impact on Scriber Creek Park and surrounding established neighborhoods.
I-369-002
The Preferred Alternative includes a parking garage located on the east side of 46th Avenue West.

I-369-003
Your comment about minimizing nuisance effects by utilizing the I-5 corridor is noted.

I-369-002

Expanded parking at the transit centers is essential as they are already over-capacity. The logical location of the parking garage should be in the current southeast park-and-ride lot, east of 46th Ave West. The Draft EIS includes analysis only for locating the parking garage west of 46th Ave West which I feel negatively impacts/displaces too many established, developed areas.

With the parking garage placed in the current southeast section of the park-and-ride area, I support knowing that some impacts on the Interurban Trail will require mitigation.

I-369-003

It is important to minimize nuisance effects, such as noise and poor aesthetics. This is best accomplished by utilizing the I-5 corridor to its maximum as those 2 issues are currently being mitigated to an extent (sound barriers and walls). Using the limited access area improves the security of the system (minimal access to passers-by).

Rolf Vitous
5904 236th St SW
Mountlake Terrace, WA 98043
Thank you for your comments describing the importance of the Latvian Community Center to the Latvian Community. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the 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.

I-370-001

September 22, 2013

Sound Transit
Draft EIS comments
c/o Lauren Swift

I am commending on the Lynnwood Link DEIS issued July 26, 2013. As a member of the Seattle Latvian Community, whose Community Center and Church at 11710 - 3rd Ave NE in the Northgate area of Seattle, scheduled for destructive impacts should any of the alternatives be approved, I am writing to voice my concern over the proposed action.

The decision impacts not only the Latvian and Baltic communities, who have been active within the halls of the center for over 40 years. Countless other groups have used the center and continue to use it for their own functions, meetings and church services.

The loss of the entrance/exit to the center may as well be seen as a total loss of the property, a problem that could be solved with a better alternative than the ones currently presented.

The meaning behind the church and community center has been a monument to a struggling, small, immigrant community who built the structure, a testament to a people who were able to escape Soviet-occupied Latvia and make a new life for themselves and future generations in the Seattle area.

The gravity and impact of removing this church and community center from us would be huge, the impact of which would be reflected on the children and community who would have no place to go for some time.

Given the aging Latvian community here in Seattle, the idea of relocating is not very viable. I hope that a solution can be created that would allow for the progress of Sound Transit as well as the continuing existence of the Latvian Community Center.

Sincerely,
Monika Hanley
Thank you for your comments about the importance of the Latvian Community Center to you, and the larger Latvian and Baltic communities in Seattle. 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.
that church ceiling.” My grandmother is one of the proudest of the proud. I’ve heard most of the stories of her accomplishments, from her days in Germany during the war, working in a hospital with no nurses training, to her time at Boeing, where she secured a laboratory job for 30¢ an hour, just barely speaking English, supporting a crippled husband and 2 small children, and never having worked in a lab a day in her life. Despite all of her achievements, one of her proudest moments to date is helping to build our community center. When her family moved to Seattle from Houghton, MI, the local Latvian Church funded the move with what seemed like an impossible sum of money to a struggling immigrant family. By helping to build the center & church, my grandmother feels like she gave back to the community a gift of immeasurable value. And you know what, she’s right. She did. They all did. It is their legacy.

Do you know how difficult it is to grow up a native-speaking Latvian, or Lithuanian, or Estonian in America? It’s kind of like raising a Husky in Cougar territory – not impossible but really hard without the right support system. Now, imagine you’re a Husky fan without a stadium. Taking the center away from us is like telling all the Husky fans in Seattle that they can still celebrate the purple & gold – they just have to do it in Pullman. It’s not going to happen. You’re going to lose members, you’re going to lose support and, most importantly, you’re going to lose future generations.

In my right mind, I cannot sit back passively and let our center be eradicated, not when the first thoughts that popped into my head when my son was born was what it was going to be like to take him to his first Christmas service at this church, or to his first day at Latvian School, or wondering at which social function, in the very same ballroom where his parents celebrated their marriage, he might meet his future wife?

I beg you, from my generation of Seattle Latvians who grew up at this center, please, do not destroy this legacy. Don’t take this birthright away from our children. There has to be another way, a way that will not disrupt the operations of the center & church, a way that will not leave hundreds of us wondering, “What now?” or, more appropriately, “Where now?”

I thank you for both your time and your consideration.

Sincerely,
Daina L. Anderson
dainaanderson@gmail.com
425-773-2195
Thank you for your comment describing the importance of the Latvian Community Center and Church to you, and giving a brief history of it. 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.

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From: Maira Rusis <rigasmaira@clearwire.net>  
Sent: Sunday, September 22, 2013 4:32 PM  
To: Lynnwood Link DREIS  
Subject: Latvian Cultural Center Impact

I am a first generation Latvian who came to the United States in 1950 having lived with my family as refugees in Germany since the age of 8 months until I was 6 years old. Along with thousands of other displaced Latvians, my family lost everything they owned and had to start completely over in the United States.

I moved to Seattle in 1969 and immediately became active in the Latvian community. We had a small community center at that time, but with the heart, soul, labor, and love, built our present Latvian Community Center and Church. This was no small task and it has been the hub of our, both, cultural and religious activity. The center not only serves Latvians, but also Estonians and Lithuanians.

The center hosts weekly activities from Latvian school, to church services and various meetings. Throughout the years, I have been active in the drama group, choir, school and Latvian camp. I am happy to say that the next generation is still active in the center's activities and sending their children to Latvian school as well as participating in its many other activities.

To say we could relocate is a travesty. The cost of building a new center would be prohibitive to our community and the location would no longer be the conveniently central one for our community.

The sound transit committee NEEDS to hear our voices and RESPECT the cultural importance of our center and impact of SOUND TRANSIT'S potential destruction or negative consequences by the running of its line so near or through our center.

Respectfully yours,  
Maira Rusis