

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

From:
Capt. Andrew Reay-Ellers
3560 NE 180th Street
Lake Forest Park, WA 98155

23 September 2013

Dear Sound Transit Board,

I am a huge fan and advocate for Public Transit. During the past dozen years I was instrumental in the urban design and station-area efforts in the Roosevelt Neighborhood that led to shifting the planned Light Rail alignment, updating the neighborhood plan, and re-zoning the neighborhood. This was all done to encourage and foster Transit-Oriented-Development, and embrace strategies of "smart growth", as the community evolves with its implementation of Station-Area-Planning. Furthermore, I spent several years as a member of Sound Transit's Citizen Oversight Panel. I do not list these accomplishments here to claim that my comments should receive any extra weight, but rather to give some background to explain my previous experiences and understanding of transit and urban design.

As a resident, member of the public, and supporter of transit, I am excited by the creation and ongoing expansion of a region-wide public transit system. I recognize and understand that this is not simply a means of "moving" us, but rather --through a network of "station areas"-- integration into our neighborhoods; connecting and complementing our communities. Unfortunately, in reviewing the Lynnwood Link DEIS, I am frustrated and disappointed by much of what is outlined.

I-373-001

Simply put, it seems that the communities north of Northgate are being asked to accommodate a series of large Park & Ride facilities in the service of a commuter railroad. No doubt, one of the purposes of Sound Transit's Light Rail system is to meet the needs of commuters, but this is not its only use, nor the only goal identified by the Sound Transit Board. The Lynnwood Link Extension needs to serve commuters, AND ALSO to support, and be oriented towards, the local neighborhoods. These are the communities that will live with, and be the principle support of the system.

The Lynnwood Link must be much more than a commuter-centric system, with park-and-ride stations. Sound Transit must design a system, build stations, and facilitate station-areas which all work together to create an integrated whole that serves the public AND provides vital community hubs as part of the entire regional public transit system. Sound Transit needs to undertake these expansions of our transit system as one key factor in the overall upgrade, development, and improvement of our urban environment. It would be a sad mistake, and the squandering of a once-

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Your comments about the purpose of the Lynnwood Link Extension are acknowledged. The proposed levels of parking are part of a balanced approach to provide access to the light rail line, allowing patrons to arrive by bus, walking, biking, or by car. Sound Transit supports and encourages transit-oriented development around its stations and the integration of its stations into the surrounding community. The purpose of this project is to expand Link light rail from Northgate north into Shoreline, Mountlake Terrace, and Lynnwood; see Chapter 2 for the project's Purpose and Need Statement. See Section 4.5.2 of Final EIS for practices Sound Transit uses to help integrate the stations into the community. As described in Section 4.2.4 of the Final EIS, in areas where local jurisdictions have indicated a desire to attract transit oriented development and have adopted regulations consistent with this, the Lynnwood Link Extension would support those goals and policies.

I-373-001

in-a-lifetime opportunity, to just the build a railroad the quickest and easiest way with little consideration of integrating and orienting towards the community it serves.

So I offer my comments on the Lynnwood Link DEIS with the hope that Sound Transit will make decisions to increase the system's integration and connections to the communities through which Light Rail will operate. By making smart choices in design and planning the Lynnwood Link can create a truly great extension of the existing system with vibrant station areas, and transit-oriented neighborhoods.

NOTE:

To present my comments, I have organized them into four sections. The first three sections each focus on a single broad concept which applies to the entire system as shown in the DEIS. These topics are: Connectivity, Transit-Oriented-Development, and overall Layout & Strategy. In a fourth section I address each of the separate stations individually.

Section 1: CONNECTIVITY

There is no other item more important to the success of this transit system than Public Safety and Accessibility. When getting to and using the system, if the public does not experience a basic level of ease, comfort, and sense of safety, then they will not use the system.

I-373-002 I bring this up because there are few details in the DEIS which prioritize pedestrian, transit connectivity, and bicycle access to the system. In some cases this may simply be that the details remain to be created once the station alternatives are selected; or in some cases these are details which will be dealt with by local municipalities. But this is one of the areas which left me feeling that the system was being designed more to accommodate park-and-ride commuters, and less to provide for local non-vehicle access (foot, bike) and transit connections. Bus stops are shown in places across busy (and certain to get busier) arterials; parking garages indicate an expected great increase in traffic congestion, without commensurate increases in sidewalks, crosswalks, traffic signals. This is all the more important since studies show that ridership participation can be deeply affected by rider's experiences making connections and waiting at transit stops.

I-373-003 One of my biggest frustrations with Sound Transit's long-term planning is the failure to connect new transit developments with existing corridors, transit, and travel patterns. The Link Light Rail system has always been said to be a "spine" from which other transit will connect. Well, the most obvious west/east "rib" route north of Seattle is the SR104 corridor, and the plans as presented in the DEIS do not consider this at all. Consider this corridor from west-to-east, starting in Edmonds: there is the ferry dock and Amtrak/Sounder Station; Edmonds itself; a center of development at 100th Avenue W; a major connection to Aurora/SR99 with the Aurora Village Transit Center; continuing through Ballinger with the center of development just east of I-5; Lake Forest Park; and then onto SR522 through Kemore; Bothell (and the UW campus there); on to Woodinville; and beyond.

Imagine someone getting off the ferry or train in Edmonds who wants to get onto Link to get to UW, downtown, the airport, etc. Same thing for folks at the Bothell UW campus, or coming in on a bus from the NE (Woodinville, Monroe, etc). All the local transit is going to want to make connections to Light Rail, and the DEIS does not mention how any of this is going to work. And this is my fear: that its NOT going to work, so Link will NOT be an attractive alternative for any of the potential riders from the ferry, Edmonds, UW Bothell, etc.

I-373-004 With no description given, it appears that no thought has been given to how new or existing bus routes are going to get to any of the proposed stations. Many routes will most probably want to connect to the 185th station, but for instance there's simply no easy way to/from the NE to this station. It would appear that all of these stations --positioned as they are next to the highway at overpasses-- are going to be difficult for buses to connect to. (imagine an eastbound 331 bus on Ballinger Way needing to take 19th-->196th-->Perkins-->10th-->185th to connect riders to the 185th Street station...)

Moreover, the current express service buses, like 522, 312, 372, etc. are going to want to connect to Link to get commuters downtown - How (where?) are these connections going to work, and aren't

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I-373-002

The Draft EIS Transportation Technical Report includes an inventory of pedestrian facilities within 1/2-mile of station and bicycle facilities within 1-mile of stations. This inventory is a basis for Sound Transit to work with local jurisdictions on pedestrian and bicycle enhancements to improve accessibility and ridership at stations. Sound Transit also coordinated with local bus operators to develop bus integration plans to complement the rail project. These provide a basis for future transit integration work. Section 3.2.5 of the Final EIS discusses the nonmotorized facilities that will be included in the project. Stations will have pedestrian and bicycle facilities, including bicycle parking. Stations will be designed to accommodate pedestrians, bicyclists, and bus riders as part of a balanced approach to effective access.

I-373-003

Your comments about the SR104 corridor are noted. The purpose of the Lynnwood Link Extension is to expand the Link light rail system from Northgate north into Shoreline, Mountlake Terrace, and Lynnwood, while connecting with other transit systems and infrastructure. The previous decisions to build the Mountlake Terrace Transit Center at 236th Street rather than SR 104 recognized that major traffic corridors are not always the best places to create multimodal centers. Finally, the purpose and need identifies a major north-south trip market to be served; east-west trips may benefit and connect, but the line reflects the needs of the majority of the anticipated trips.

I-373-004

Before the light rail begins operation, Sound Transit will work with the other transit providers in the project area to revise service plans to provide improved or new connections to the Lynnwood Link Extension stations. Sound Transit worked with King County Metro, Community Transit, and Sound Transit Express to outline representative bus

I-373-004 | these bus routes going to be greatly encumbered and slowed down by traffic congestion which is already bad at some of these station locations and certain to become worse with the increase of traffic (vehicle, transit, foot, & bike) once light rail service begins?

I-373-005 | The issue of congestion at these station sites --bad, and bound to get worse-- CANNOT simply be considered something that the public is going to have to "get used to". With road traffic (vehicle, transit, bike) increasing at the same time of MANY additional pedestrians in crosswalks, there are certain to be threats to public safety (accidents) and obvious adverse effects to surface traffic flow.

I-373-006 | Therefore, if these are to be the locations of the Link stations, much more must be done to design for the accommodation of transit connections. Some form of short Bus-Rapid-Transit (BRT) with dedicated bus right-of-ways leading to/from stations should be included in the Lynnwood Link plans at all of the stations so that transit is not as encumbered by surface congestion and rider transfers can be made quickly and safely.

Likewise, some of the alternatives shown in the DEIS negatively impact, or even eliminate, currently existing BRT infrastructure (i.e. Mountlake Terrace Alternative B4). This is a very bad idea. Not only should all of the current transit capabilities be maintained, but they should be accommodated and "connected to". For instance, Mountlake Terrace Alternatives B1, B2, B2A show no direct pedestrian connection to the neighboring "flyer stop", even though they are both elevated stations at the same site. There are many people who will want and need to transfer between these two systems, especially in the decades prior to the completion of Link to Everett.

Taken all together, these multiple issues indicate that connectivity needs to be better considered, planned for, and prioritized. The Lynnwood Link designers need to do a much better job accommodating transit riders connecting to Light Rail throughout this proposed extension of the system.

operation plans to serve the project to evaluate the effects of potential service changes for the EIS.

I-373-005

Chapter 3, Transportation, of the EIS discusses these potential issues. Sound Transit will provide mitigation at intersections with impacts from light rail that operate below level-of-service standards; see Section 3.6.4. Potential safety issues are discussed in Section 3.2.8.

I-373-006

The light rail stations will be designed to accommodate bus transit with bus facilities on-site. Connections to other nearby destinations via local transit service will be developed through a coordinated planning effort with partner transit agencies. The Preferred Alternative studied in the Final EIS assumes that the Mountlake Terrace light rail station will not displace the existing Mountlake Terrace freeway bus station, but future use of the existing freeway station would ultimately be decided separately.

Section 2: TRANSIT-ORIENTED DEVELOPMENT

I-373-007

There is almost nothing as important to the success of the long-term success of the Light Rail system than fostering Transit-Oriented-Development (TOD). It gives a station a ready source of steady riders, it turns a station-area into a destination for other riders, it makes transferring at a station more pleasant, and it engenders community support as it integrates into the community. Unfortunately it is sadly lacking in the current plan as presented in the Lynnwood Link DEIS.

Following Sound Transit's TOD policy, all the proposed stations were analyzed 5 months ago to determine the potential for TOD, and it was found to be mostly "limited". In some places this rating was raised to "limited/moderate" (i.e. 185th), but this assuming that a nearby landholder (Shoreline Schools) eventually transfers the property to be re-developed. This seems like a faulty assumption, since the presence of a light rail station is bound to encourage increased residential density and might require the school district to utilize its property for school expansion.

Most of the details proposed in the DEIS do not follow the Sound Transit Board's guidance to facilitate TOD strategies on its own property and in areas around its transit facilities. The sound transit TOD policy says (1st page, 3rd paragraph):

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

It appears that the Lynnwood Link conceptual design, as described in the DEIS, pretty much completely disregarded Sound Transit's own policy. The development of designs are directed to "facilitate TOD" (Sound Transit's words) -- NOT to simply study the issue and then report that, "nope, not much chance of TOD here..." (my paraphrase).

I have been told by Sound Transit staff that, "...every station site cannot allow for extensive TOD....", something I do tend to believe is true -- the fact is (as established by Sound Transit's own report), that for instance, NONE of the 4 proposed "Segment A" stations allow for appreciable TOD.

Moreover, depending on which station sites are selected in segment B (Mountlake Terrace) and segment C (Lynnwood), the potential for TOD at those sites is limited as well....

I understand that this extension of Link Light Rail is never going to have the TOD potential of some of the station sites in Seattle. Likewise, it would be too much to expect that Sound Transit would site, design, and build every one of the Lynnwood Link stations to maximize TOD potential. But NONE??

Eight months after Sound Transit publicly commits to a policy of designing its transit projects to encourage and facilitate TOD, and the very next project design which is released to the public has little to none. It is frustrating that this project's planners chose to disregard the Sound Transit

I-373-007

Your comments about transit-oriented development (TOD) are noted. The station area TOD potential was assessed at all potential station locations and was based on existing conditions. Since the Draft EIS, changes have occurred at station areas and this information is reflected in the updated *Station Area Transit-Oriented Development Potential Report*, as referred to in the Final EIS. For example, the City of Shoreline has adopted a subarea plan with transit-compatible zoning near the NE 185th Street Station and is in the process of developing a similar plan for the NE 145th Street Station. Lynnwood Transit Center Station has been modified to provide better future development potential on privately owned properties within the City's designated City Center.

Overbuilding of a station or parking garage to provide development opportunities is a complex issue. As you mentioned, such options are anticipated in Sound Transit's TOD Policy, and Sound Transit will consider a joint development project if a number of conditions are met. Currently, there is no specific proposal for joint development at the Lynnwood Link Extension stations, but Sound Transit will continue to investigate possibilities.

The NE 8th Street corridor was not considered for detailed study because a tunnel concept would not meet Sound Transit's criteria for equitably selecting alignment types for its system (see Section 2.4). In addition, NE 8th Street is largely residential, would require sharp turns to reconnect with other north-south corridors beyond the section described, and construction period impacts would be very high.

I-373-007 Board's guidance and directions on something as vital to the system's success as Transit-Oriented-Development. This obvious oversight is the most significant short-coming of the project as proposed.

At some point in design and scoping -- especially after the Sound Transit board adopted an official policy and commitment to TOD -- there should have been a recognition that the current design was not meeting Sound Transit's own criteria. So we are now at a point in the process where the public is asked to comment on the alternatives listed in the DEIS -- and yet the list of alternatives is very obviously incomplete, since no alternatives provide even an average amount of TOD potential. In failing to develop a design which meets Sound Transit's own policies and goals, I find that in this way the DEIS is deeply flawed.

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

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

I understand that it must seem the obvious solution to run LINK along the edge of I-5 from Northgate to Lynnwood -- its simpler, and probably cheaper. But by choosing this 'easy' way, Sound Transit has disregarded what it has already learned about station areas. North of Northgate does not suddenly turn into a rural area, which simply needs to accommodate the passage of a train.

Rather than serving the city of Shoreline, and helping to foster transit-oriented neighborhoods within the station areas, the current Lynnwood LINK design is little more than a commuter rail line.

This did not "have to be". This was NOT the only choice. When Sound Transit's planners were charged with the task of extending Light Rail north to Lynnwood in the I-5 corridor, it did not mean that the rails had to stay principally within the right-of-way of the highway. Instead of using the public land immediately adjacent to the highway, the alignment could have been a cut-and-cover route making use of the public utility right-of-way along 8th Ave. NE from 145th through 185th. A straight line, no complex and costly rebuilding of freeway overpasses and interchanges -- and while still within the I-5 corridor it would have been that all-important few blocks from the highway which would have facilitated a MUCH greater potential for TOD.

I-373-007

The currently proposed station locations and siting shown in the DEIS don't allow for significant Transit-Oriented-Development, or efficient integration -- and that is exactly what is needed if Link is to be a success and have a consequential positive impact throughout our area. If the Lynnwood LINK is to truly serve the communities north of Seattle --and to meet the criteria, strategies, policies, and goals set by Sound Transit-- then a re-examination and adjustment of the project's design is necessary.

I believe the alignment and siting of stations should be adjusted to increase the potential for Transit-Oriented-Development. Even barring that, at the very least a number of steps should be taken to increase the potential for TOD at the station site which are proposed in the DEIS. These improvements to the Lynnwood Link Plan should include:

1. Choose the station alternatives which allow for the most develop-able land immediately adjacent to the station site.
2. Adopt whatever station configuration which does the most to screen the highway from the immediate station area.
3. Incorporate additional elements into the station to screen the highway from the immediate station area.
4. "Overbuild"/"Underbuild" -- each station's design/lay-out/configuration should not simply accommodate development nearby, but actually incorporate development --such as public/retail/commercial/residential space-- integrated as part of the same structure as the station itself.
5. Considering #1 above, if there HAS to be a parking garage (and it should not be a "given"), it should be as small and as far from the station as possible .

I-373-008

Your preference for stations at NE 130th and NE 155th Streets is noted.

Section 3: LAYOUT AND STRATEGY

3.1 Layout

Perhaps the biggest questions which are sought to be answered by the responses to the DEIS are: Which stations? And where? I have separate comments prepared regarding the details of each station individually in the section which follows, but here I think it is important to first address the extension as a whole.

This segment is defined by the end points of Northgate and the Lynnwood Park & Ride, between which there two relatively fixed station locations chosen (NE 185th and Mountlake Terrace), and three significant questions of additional station locations. This is without getting into the more detailed questions of each station's placement and elevation. These three principle questions of system layout are:

1. Station at 130th NE: Yes or No?
2. Station at NE 145th <or> NE 155th?
3. Station at 220th SW: Yes or No?

I-373-008

3.1.1 Question: Station at 130th NE: Yes or No?

Regarding this first question, there should positively be a station at NE 130th. Without it, everyone to the NE, and especially everyone to the NW from about 100th to 140th will need to make their way (by car, bus, bike, or foot) through all of the congestion at Northgate to get to the station south of the mall. This is already currently one of the most congested areas in North Seattle, and with the coming of Light Rail to Northgate (and its associated parking garage and connecting transit routes) the congestion is certain to get worse. This is no small factor, since whether or not people can easily get themselves to transit is often the deciding factor of whether they use the system. So yes, definitely build a station at NE 130th. I expect it will be a popular location and help the system's ridership numbers.

3.1.2 Question: Station at NE 145th <or> NE 155th?

Considering that there would therefore be a station at NE 130th (see 3.1.1 above), the next station should be at 155th, NOT 145th. A station at NE 145th would seem very close to the 130th street station, and a station at 155th more evenly divides the distance between a station at 130th and the planned a station at NE 185th. While the site at NE 155th is not the best for a station, the location at NE 145th and I-5 is certainly the worst spot for a station considered in the entire DEIS. The existing current conditions at that location are already terribly congested and often backed-up in every direction, and the idea of adding a station with thousands of boarding means a significant increase of pedestrians in crosswalks; connecting transit coming to this site; and hundreds of vehicles accessing the planned park & ride garage. Basically, with a station at this location there can expected to be utter gridlock at "rush-hour(s)", every morning and evening. Furthermore, the NE

I-373-008 145th location offers almost no Transit-Oriented-Development potential, with three out of the four surrounding quadrants (highway, highway, golf course) unable to be developed at all

So with the answers to these first two issues (yes to 130th; choose 155th over 145th), I have fallen in line with what is described in the DEIS as Alternative A5 for Segment A (following my preference listed in 4.4 below for an at-grade 185th Station).

3.1.3 Question: Station at 220th SW: Yes or No?

I-373-009 The final of these three principle questions about system layout is whether or not there should be a station at 220th SW. A station located here would be a great positive to to the whole system, with increase ridership, easier access, and reduced congestion leading to the adjacent stations (Mountlake Terrace and Lynnwood P&R); so a strong "yes". One only need look at a map to see that a station at 200th SW will offer much better connections than the other station to transit traveling East/West, and also transit in the SR99 corridor. Furthermore, a station at this location provides significantly improved access for residents West of I-5 between the county line and at least 196th; AND it would serve as easy access to/from the substantial commercial and residential developments already in the area from I-5 to 76th Ave. West.

In the terms of the DEIS alternatives, by my support of the construction of the 220th Street Station I am therefore selecting Alternative B2A as representing the best choice offered for the "B" segment.

The other alternatives to be discussed concern specific station sites: precise location, alignment, and elevation. I will comment on those individually below (section 4) as I discuss the stations separately; but for the record, in Segment "C" I prefer Alternative C1.

3.2 Strategy

I-373-010 A weakness of the Lynnwood Link Extension as currently presented in the DEIS is the attempt to meet every need at every station – which will lead to to congestion of all movement and negatively impact the station-areas. (this planning falls into the trap: "Jack-of-All-Trades; Master of None.") Just as I can accept that every station site will not be perfect for Transit-Oriented-Development; Sound Transit should not insist on extensive vehicle AND transit access at every station location. Planning should designate the focus and goals of each station, and concentrate on those uses at each locations.

The most significant difference in uses is between individual vehicles vs. transit. Both the cars coming to park at a station, and the transit (principally buses) stopping for riders to make connections are going to congest the station area. At a broad, spread out location (e.g. SeaTac Airport), both can and will coexist. But some of the station sites along the Lynnwood Link are already cramped, they have a small number of adjacent arterials, and they have limited street connections to the surrounding communities. This is not simply a conflict of different vehicles (bus vs. car) on the road – buses make stops, take up more of the road, and let off passengers who

I-373-009

Your comment stating your preference for a light rail transit station at 220th Street SW, as included in Alternative B2A, is noted. Sound Transit also acknowledges your preference for Alternative C1.

I-373-010

Your comments about station planning are noted. For the Lynnwood Link Extension, Sound Transit is designing the stations to accommodate pedestrians, bicyclists, bus transit riders and vehicles, as the station site allows. Note that the NE 130th Street stations would have limited or no parking due to site constraints. Each station is designed with its site location in mind.

I-373-010 then become pedestrians in crosswalks. All of this cause public safety issues and can slow down car traffic, which in turn can clog up intersections and roadways limiting the bus's ability to stay on schedule and make their connections.

I-373-011 It is true that these are public streets, and everyone is welcome to use whatever station they wish. But Sound Transit, along with its partner agencies and municipalities can manage and moderate some of this conflict, segregating differing uses to some locations but not others. Transit /buses can easily be controlled through the design of routes and schedules; and the amount of cars typically using a station can be limited by the amount of parking available. If parking is limited, so is car traffic at and near a station.

Looking at "the whole" of the Light Rail system from Northgate to Lynnwood, there already exists (or is planned) extensive commuter parking at Northgate, Mountlake Terrace, and the Lynnwood Transit Center. Parking could therefore be evenly distributed by only adding a significant parking structure at 145th/155th.

This creates a pattern of every-other-station focusing on park & ride commuters vs. bus-riding transfers as shown in the following chart:

Northgate	-	significant parking	and	transit connections
NE 130 th	-			transit connections
NE 145 th /155 th	-	significant parking		
NE 185 th	-			transit connections
Mountlake Terrace	-	significant parking	and	transit connections
220 th SW	-			transit connections
Lynnwood	-	significant parking	and	transit connections

This pattern also falls in line with my comments above (section 1) regarding the 185th station's need to be better focused on connecting to transit on SR104; and also my comments (section 3.1.2) that the current congestion near NE 145th makes transit movement through this area problematic.

So I suggest that a new parking structure ONLY be built at a 145th/155th station, and do not build them -or at least greatly reduce them- at 130th, 185th, and 220th. Likewise, in turn, concentrate the efforts of designing for and accommodating transit connections at those same stations but accept that those efforts can be minimized at 145th/155th.

I-373-011

Your comments regarding the location of station parking along the Lynnwood Link Extension are noted. Sound Transit currently plans to include parking at all the Preferred Alternative stations; see Chapter 2 of the Final EIS.

Section 4: PLAN & DESIGN DETAILS – STATION by STATION

4.1: NE 130th Street Station

I-373-012

----As discussed in Section 3.1.1 above, the inclusion of the 130th street station seems vital to the Light Rail system north of Northgate. Without it, everyone to the NE, and especially everyone to the NW from about 100th to 140th will need to make their way (by car, bus, bike, or foot) through all of the congestion at Northgate to get to the station south of the mall. This would mean so much frustration that fewer people will use the system.

----I strongly support Option #1, with the less-disruptive at-grade station and no significant additional parking created (see 3.2 above).

----Enhance potential TOD development at 130th by designing to allow station “overbuild” to provide commercial and/or community space above the station. Besides allowing the best possible integration of the station with the local community, this would help shield the neighborhood from the sights and sounds of the highway and light rail.

----Shift the station (shown in Option 1), which has its rail alignment pass under the NE 130th Street bridge, towards the south approximately 150 feet, “spanning under” the bridge. This would create a direct connection from eastbound buses to the station rather than forcing people transferring to cross the arterial on foot. This would also decrease the amount of vehicles and bicycles making left turns onto 5th to get to the station; and significantly reduce the number people needing to use the crosswalk across NE 130th Street - a busy arterial that will become more congested with the opening of the station. [Note that this strategy of “spanning” the adjacent east/west arterial is shown in the DEIS at the proposed 155th, 236th, and 220th stations].

4.2: NE 145th Street Station

I-373-013

As discussed above in Section 3.1.2, locating a station at 155th rather than 145th makes much more sense. Beyond that, 145th is just basically a lousy site for a station — no adjacent land available for TOD in 3 out of the 4 surrounding quadrants (hwy, hwy, golf course); AND the location is already a choke-point with bad congestion in all directions. Bringing hundreds more cars, bus connections, bike riders, and pedestrians to this location every day would seem to be a recipe for public-safety issues and grid-lock.

If, regardless of these factor, Sound Transit still chooses to build a station at NE 145th Street, the following issues should be noted;

----Of the 2 options for the 145th Street Station shown in the DEIS, Option #2 is preferable, with its smaller footprint having less of a negative impact on the surrounding land and therefore allowing for more potential TOD.

----The elevated station shown in Option #2 should however be shifted to the south (approximately 200 feet?) to “span” NE 145th much as the elevated stations shown in the DEIS at 155th, 236th, and 220th are

I-373-012

Your comments in support of the NE 130th Street Station and on its design are noted. Alternatives that include the NE 130th Street Station may draw some demand away from Northgate. Such a configuration adds travel time and delay to riders from north of that point. With the station locations, Sound Transit attempted to achieve many objectives, one of which is to balance the need to provide regional high capacity, high speed travel and local access. Although it does not include a station at NE 130th Street, the Preferred Alternative has an option to consider a 130th Street Station.

The suggested design option to shift the station was explored, but it would have more operational, construction, and cost impacts upstream and downstream of NE 130th Street.

I-373-013

Your comments regarding the NE 145th Street Station are noted. Section 3.2.4 of the Final EIS discusses traffic operations at that location. Your suggestion for shifting the station south to span NE 145th Street was not advanced because it increased constructability risks without improving access or operations, as the area to the south has no populated adjacent areas.

I-373-013 | sited. As noted above in the comments to the NE130th location, this creates a direct connection from eastbound buses to the station rather than people needing to cross the arterial, and also also decreases the amount of vehicles and bicycles making left turns onto 5th to get to the station. This is already an incredibly congested intersection, and introduction of hundreds more vehicle left-turns AND hundreds more pedestrians in the crosswalks sounds like a nightmare.

I-373-014 | ----If the construction of this station goes forward, along with the reconstruction of portions of the highway ramps, this opportunity should be exploited to also reconfigure the express transit "flyer stops". Currently, express buses need to 'weave' from the inside car pool / transit lane to the outside of the highway lanes at NE 145th Street. This is dangerous, inefficient, and slows down traffic and the express buses. At first glance, it almost seems like the arrival of Light Rail along I-5 will make these express-bus routes and "flyer stops" obsolete - but there are many people who will still want and need to transfer between these two systems, especially in the decades prior to the completion of Link to Everett. Therefore, Sound Transit should work with its partner agencies (WashDOT, King County Metro, etc.) to redesign this entire interchange to allow for express-lane flyer-stops, AND plan a connection of the light rail station directly to/from these flyer stops with a pedestrian bridge or a similar feature.

I-373-015 | ----Enhance potential TOD at NE 145th Street by designing to allow station "overbuild/underbuild" and incorporating space into the parking structure to provide commercial and/or community space. This would help increase the potential for TOD from the current VERY limited status, and allow the best possible integration of the station with the local neighborhood.

4.3 NE 155th Street Station

I-373-016 | As mentioned in Section 3.1.2 above, locating a station at here at 155th rather than 145th makes much more sense. From a purely arithmetic / theoretical /strategic standpoint, a station at 155th better divides the 55 blocks between 130th and 185th. Moreover, it actually provides a higher potential for TOD and better connections to other transit due to the lower amount of surface congestion at this spot. Issues that should be considered for a station at this site include:

----There are no alternate station options listed at this site, but let me call attention to, and strongly support its layout /design "spanning" the adjacent east-west arterial – something which should also be done for the designs at 130th, 145th, and 185th. Better transit connections, less public safety issues, fewer negative impacts on surface congestion.

----This site needs better transit connections for local North-South buses. A transit-only "back gate" south out of the site should be designed which connects into 152nd or 153rd to allow buses on 5th NE to make a loop off that arterial to connect to the station.

---- "Surrounding" the fire station with a transit station and parking structure seems like a bad idea, and one in which both parties (Sound Transit and Fire Department) will negatively impact the other. Sound Transit must work with the Fire Department to re-locate and rebuild this station away from this site.

I-373-014

The transit ramps at 145th are anticipated to be decommissioned as part of this project. A pedestrian and bicycle connection from NE 145th Street to the station will be provided.

I-373-015

Overbuilding of a station or parking garage to provide development opportunities is a complex issue. As you mentioned, it is included in Sound Transit's TOD Policy, and Sound Transit will consider a joint development project if a number of conditions are met. Currently, there is no plan for joint development at the Lynnwood Link Extension stations, but Sound Transit will continue to investigate possibilities in coordination with local jurisdictions and other agencies.

I-373-016

Your comments about the NE 155th Street Station are noted. It is not included in the Final EIS Preferred Alternative.

Section 4.14 addresses possible impacts of a station at NE 155th Street on the operations of the fire station. If selected as the alternative to be built, Sound Transit would work closely with the Fire Department to resolve potential conflicts with bus and vehicle traffic to maintain emergency response times during the construction period and operation of light rail.

See response to I-373-07 above.

I-373-016

----Enhance potential TOD development at NE 155th Street by designing to allow station “overbuild/underbuild” and incorporating space into the parking structure to provide commercial and/or community space. This would help increase the potential for TOD at this site; would allow the best possible integration of the station with the local community, this would help shield the surrounding neighborhood from the sights and sounds of the highway and light rail.

4.4 NE 185th Street Station

I-373-017

As mentioned above in Sections 1 and 3.2, this station will be situated where transit connections are VITAL, but also very challenging. Therefore, a prioritization of connectivity, public safety, and Transit-Oriented-Development is essential. Specific issues include:

----The at-grade train tracks and center platform design shown in Option #1 is vastly preferable to the elevated station shown in the DEIS, and this choice is supported by the vast majority of the public input collected from area residents.

----As discussed elsewhere, and shown in the DEIS for the 155th, 236th, and 220th stations; the 185th Street Station should be shifted towards the south approximately 150 feet, “spanning under” the 185th St Bridge so eastbound bus, pedestrian, and bicycle traffic on NE 185th Street can access the station directly. This would decrease the amount of vehicles making left turns off the arterial, and significantly reduce the number people needing to use the crosswalk across NE 185th St - a busy arterial that will become more congested with the opening of the station.

----Transit access loop turning into the station from 8th Ave NE and exiting the station via NE 185th St (as shown in Option 1) should be aligned with the “reconstructed” 5th Avenue East” (also shown in Option #1). Currently in the drawings the southbound lanes out of the station are aligned head-to-head with the northbound 5th Avenue traffic. Furthermore, this resulting intersection should be provided with a traffic light.

----As mentioned in Section 3.2 above, it will make for a better strategy to focus the 185th station of transit connections and NOT commuter park & ride passengers; so therefore NO significant parking or parking structures should be added at this location. HOWEVER, if Sound Transit insists on constructing additional parking, a structure located on the West side of I-5 along NE 185th St (as shown in Option 1) is the preferable option since it would have the least negative impact on the station area, and have the beneficial effect of helping with the challenges of parking during events at the adjacent school district facilities.

----Reconfigure the station site (as shown in Option 1) to maximize potential Transit-Oriented-Development immediately adjacent to the station. Currently the design shows a great deal of the land immediately adjacent to the station taken up with bioretention cells, service vehicle parking & ancillary buildings, and a large (.75 acre) blank “Landscaped Area”. These areas represent the absolute best sites for TOD and should not be used for non-public infrastructure or overly large, non-supportive open space. The station, and station area, would be much better served by the inclusion of a smaller town-square type public area as an open-space and a focus for TOD.

I-373-017

Your design strategies for the NE 185th Street Station are noted. Appendix F of the Final EIS contains current design drawings for this station, as well as the others proposed for the Preferred Alternative. The design of this station has been modified since the Draft EIS, including transit ingress and egress on NE 185th Street and relocated infiltration ponds. Parking at this station is proposed in a new garage on the west side of I-5 under the Preferred Alternative. The suggestion to shift the station south was not advanced because it would increase construction impacts without improving access or operations.

Please see response to I -373-07.

I-373-017 | ----Further enhance potential TOD development by designing for, and allowing station “overbuild” to provide commercial and/or community space above the station. Besides fostering the best possible integration of the station with local businesses, this would further shield the adjacent neighborhood and planned open spaces from the sights and sounds of the highway and light rail

4.5 Mountlake Terrace

I-373-018 | For the sake of transit connectivity (see section #1 above), potential Transit-Oriented-Development (see section #2 above), and the preservation of existing express transit (again, section #1 above) the Station at the Mountlake Terrace Transit Center should be constructed as shown in the design for Alternatives B1, B2, B2A – Spanning across 236th Street SW. This alignment and layout works to streamline transit connections and minimize surface congestion impacts, while also opening up a broader area of adjacent land for potential TOD. The alternative, displacing the Express Bus “flyer stop” in the center of the highway, is a very bad idea. While at first glance, it almost seems like the arrival of Light Rail along I-5 will make these express-bus routes and “flyer stops” obsolete, this is certainly NOT true. There are many people who will still want and need to ride on express buses on the highway – and transfer between these two systems – especially in the decades prior to the completion of Link to Everett.

Other details which should be considered for the Mountlake Terrace Station include:

----Design and build a direct pedestrian connection from the Light Rail Station to the neighboring “flyer stop”. Currently the drawings (Alternatives B1, B2, B2A) show no such link even though they are both elevated stations at the same site.

----Increase the potential for TOD adjacent to this transit center by designing to allow station “overbuild/underbuild” and incorporating space into the structures which provide commercial and/or community space. This would help increase the potential for TOD within this important station-area, allow the best possible integration of the station with the local neighborhood, and help shield the community from the sights and sounds of the highway and light rail

4.6 220th SW Street Station

I-373-019 | As discussed above in Section 3.1.3, there should positively be a station at this location. It would be an asset to to the whole system, with increase ridership, easier access, and reduced congestion leading to the adjacent stations (Mountlake Terrace and Lynnwood P&R). One only need look at a map to see that a station at 200th SW will offer much better connections than the other stations to transit traveling East/West, and also transit in the SR99 corridor. Furthermore, a station at this location provides significantly improved access for residents west of I-5 between the county line and at least 196th; AND it would serve as easy access to/from the substantial commercial and residential developments already in the area from I-5 to 76th Avenue W.

I-373-018

The Preferred Alternative evaluated in the Final EIS locates the light rail station over 236th Street SW. The freeway flyer stop is currently connected by a pedestrian walkway to the existing Mountlake Terrace Transit Center parking garage. This connection would remain, and a new one would not be built.

All alternatives except Alternative B4 would allow the freeway station to be used longer term, although the long term use depends on transit-integration decisions yet to be made by the transit operators (Community Transit, Sound Transit, and Metro) currently serving the station.

Please see response to comment I-373-007 regarding TOD.

I-373-019

Alternative options to provide for a future station at 220th Street SW are considered in the Final EIS.

I-373-019 | There are no alternatives or separate options listed for a 220th SW station in the DEIS, so there is no preference to be stated here, other than to repeat that this station should definitely be included as part of the project. Also, its current design “spanning” 220th, is something which is a great asset and should be supported as I have mentioned with the other stations (stations shown at 236th and 155th are designed this way – stations at 130th, 145th, and 185th and not, BUT SHOULD BE).

I-373-020 | ---As has been mentioned with the other stations, TOD potential should be increased at this station site by designing to allow “overbuild/underbuild” and incorporating areas into the structures which provide commercial and/or community space. This would help increase the potential for TOD within this station-area, allow better integration of the station with the local area, and help shield the community from the sights and sounds of the highway and light rail.

I-373-021 | ----The other comment I’d make to the design of the 220th Street Station is that the Parking Structure shown should NOT be built. As discussed in Section 3.2 above, there will already be significant park & ride capacity at two nearby stations (Lynnwood and Mountlake Terrace Transit Centers), and a station at 220th SW would better serve the community with a strong focus on transit connections, NOT as a park & ride facility.

4.6 Lynnwood Transit Center

I-373-022 | Given the importance and value of Transit-Oriented-Development (see Section 2 above), and its ability to help support the Link Light Rail System, Alternate C1 appears to be the best option. It provides a station furthest away from the highway, so it has the most land which could potentially be developed as TOD, and those developments would be more attractive since they would not be immediately adjacent to the highway.

So this is a great start, but other factors to consider include:

----Further increase the potential for TOD, and really maximizing the station’s integration into the community by designing station “overbuild/underbuild” and incorporating spaces into the adjacent structures which provide commercial and/or community space.

----Remember that rider’s experiences at stations are as important to a transit system’s success. Because of this, make certain that the issue of transit transfers are prioritized, included into the planning, and that the station’s design incorporates features that streamline connections and make waiting and transferring safe, easy, comfortable. Considering DEIS design C1, this should mean that the station has a mezzanine level with an elevated and covered pedestrian walkway connecting into the adjacent parking garage, and then on across over to the center of the Bus Transit Center where pedestrians could descend to the platform. This would speed up access into and out of the Light Rail Station, and by grade-separating pedestrians from surface traffic public safety will be enhanced and transit delays minimized.

I-373-020

Please refer to I-373-007.

I-373-021

If built, parking is proposed at the 220th Street SW Station.

I-373-022

Your preference for Alternative C1, and your design suggestions for the transit center are noted. Alternative C1 is not included in the Final EIS Preferred Alternative. See Appendix F for the current design proposed for this station with the Preferred Alternative. Please refer to the response to I-373-007.

Thank you for your summary of preferences for the Lynnwood Link Extension.

SUMMARY:

I-373-022

In the terms of the DEIS alternatives listed I support an Lynnwood Link Extension which would be described as: Alternative A5; Alternative B2A; Alternative C1.

Beyond those choices as listed in the DEIS, significant changes to what is listed in the DEIS should include (all the details as to "why" I make these comments can be found in the preceding sections as indicated):

1. Alter designs at every station to increase the potential for Transit-Oriented-Development. This includes: allowing for over/under build of station itself; moving and minimizing the presence of non-vital systems and facilities away from the station core; reduce the amount of parking; foster the creation of community "hubs" at each station to anchor and support the development of each Station Area. (see Section 2; Section 4.1 through 4.6)
2. The current design of some stations (155th, 236th, 220th) "spanning" the adjacent east—west arterial, is a great feature which all of the station designs (130th, 145th, 185th) should also emulate. As discussed: it increases public safety, will mitigate some of the negative impact the stations will have on surface congestion in the station-areas, and will streamline and make more pleasant rider's experiences accessing and transferring at the stations. (see Sections 4.1 through 4.6)
3. The only significant parking structure which should be constructed as part of this project would be the garage at NE 155th Street. (see Section 3.2)
4. Much more attention must be given to this Light Rail line's connectivity to the current and future transit system must be much better studied; and efforts must be made to design and plan efficient and effective transfers to/from the Lynnwood Link. (see Section 1; Section 4.1 through 4.6)

CONCLUSIONS:

I-373-023

Reading the Lynnwood Link DIES it unfortunately looks like the communities and neighborhoods to the north of Northgate are being asked to accommodate a series of large Park & Ride facilities for a commuter railroad. The residential densities are slightly lower than in downtown Seattle, but this area is all a part of the same continuous metropolitan area — an area ready to be served by this intra-urban transit system which will in turn support urban growth and increasing density.

I don't know if the designs in the DEIS fall short because of perceived potential cost pressures, or just a notion that it would be more expedient to simply focus on the needs of commuters rather than to plan a system which integrates with each community it serves. No doubt, one goal of Sound Transit's Light Rail system is to meet the needs of commuters, but this is not its only use, nor the only goal identified by Sound Transit's Board. Each station needs to support its immediate community, and foster the TOD that will in turn help support the station and the whole system.

Last April, Sound Transit's own analysis reported that the potential for TOD at the proposed Lynnwood Link station sites to be poor. Unfortunately, in the intervening 4 months between doing this research and issuing the DEIS in July it appears that little or nothing changed – there was no recognition that the current design was not meeting Sound Transit's own Transit-Oriented-Development criteria (ST Policies issued December 2012). This is frustrating, because even though this route will always be greatly limited by its alignment down the edge of the highway, the designs of the stations can be modified to better mitigate the negative impacts and integrate into the neighborhoods – and that in turn will better support Station-Area-Plans in each community.

Jumping all the way back to my very first line of these comments, please remember that I am a huge fan and advocate for Public Transit. My comments, complaints, and suggestions here do not represent someone fighting against the construction of Light Rail – just the opposite. I want all these transit systems built, and then more! But I watch and see just how costly these plans and developments are, and how long it takes to complete – and that leaves me with the unmistakable impression that we've only got a single chance to create these systems (in our lifetimes anyway), so we better all do the best we can at "Getting it Right the First Time".

So I take part in the public process, and send in these comments, in hopes that we don't just build the quickest, easiest, most expedient solution which satisfies the broad goal (in this case, getting Light Rail to Lynnwood) – but instead takes the time to figure out creative solutions which maximize the value and guarantees the worth of every aspect of what Sound Transit creates.

It is what our neighborhoods, communities, and the entire region demands and deserves. I hope that Sound Transit takes the time to plan and implement a design which results in truly great stations, supporting vibrant station areas in transit-oriented neighborhood, all of which is vital for our regional transit system to succeed.

Regards--

Andrew Reay-Elers

Reay-Elers Comments to Lynnwood Link DEIS
page 17 of 17

I-373-023

Thank you for your comments and concerns. Sound Transit appreciates your time and input in the public process.

Sound Transit refined the project design for the Preferred Alternative in the Final EIS; see Appendix F for conceptual designs.

September 23, 2013

Pauls Zommers
4750 – 46th Avenue NE
Seattle, WA 98105
pzommers@hotmail.com / (206) 369-0757

Sound Transit
Draft EIS Comments, c/o Lauren Swift
401 South Jackson Street
Seattle, WA 98104
LynnwoodLinkDEIS@soundtransit.org

Dear Members of the Sound Transit Board –

I-374-001 I am writing to express my concerns over the planned light rail extension to Lynnwood, and specifically how this project is going to impact our Latvian community's church and cultural center.

Our center is of significant historical importance to me, my family and the rest of the Latvian and Baltic communities. The "christening" of the church took place on February 6th, 1972. I was born just a few weeks later on March 16th, 1972, and soon after was one of the first children christened in our church (see pics below signature). I have been an active member of the Seattle Latvian-American community since early childhood, and attended the Seattle Latvian School on Saturdays.

Over the last few decades, we have also enjoyed countless events at the center, from the beautiful Christmas Eve church service to dances, choir performances, bazaars, birthday parties, weddings, confirmations and the like. Now I have a family of my own, and all three of my children were christened in the very church I was 40+ years ago. My three kids are also following in the footsteps of my generation by attending the Latvian School and enjoying all the same dynamic functions. At school, the kids learn all about the Latvian language, history, folklore, traditional dancing and singing. But they also have the unique opportunity to share their very own Latvian family history with friends.

My parents fled Latvia on foot during World War II, and after a few years in Displaced Persons camps in Germany, immigrated to the United States. After the original Latvian Center in Wallingford was claimed by eminent domain, my Mom and Dad were part of the crew who hand-built the center near 117th Street and 3rd Avenue, next to I-5. Specifically, my parents were largely responsible for the interior design elements of the building, most of which is still in place after all this time. Relocating our center would not just destroy the physical structure built by our original Seattle Latvian community members, but it would also end the decades of fond memories for 3 generations of families.

I-374-001

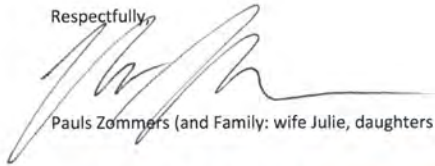
Thank you for your comments describing the cultural importance of the Latvian Evangelical Lutheran Church to you, the region's Latvian community, and the larger Baltic community. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the 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-374-001 Our center is living, breathing history. It simply cannot be replaced by an alternative property. The loss to our Baltic community would be completely devastating.

Although there are challenges the board faces with the potential light rail routes, it is imperative that our center face minimal impact from the Sound Transit expansion to Lynnwood, both during construction and after completion. I sincerely hope that a route can be established that would allow for light rail to be constructed at grade to help minimize or eliminate the noise and vibration caused by the frequently passing trains. From the peaceful services and ceremonies in the church to traditional Latvian performances in the hall, adding these unwanted elements would permanently alter our enjoyment of the center. The center is the hub of our active and vibrant Latvian community, and even short-term closure would have an adverse effect on our families.

Elimination of the Latvian church and cultural center for Sound Transit expansion simply should not be considered in your construction plans. Please consider a route that would have the least impact on our community center.

Respectfully,



Pauls Zommers (and Family: wife Julie, daughters Laila and Anna, son Aleksandrs)



LEFT: My mother Dzintra Zommers holding me tight after my christening in 1972. We are joined by Minister Āboliņš with my Dad and Godparents close behind.

RIGHT: Four decades later! My son Aleksandrs (youngest of our 3 kids) after his christening in 2011. Minister Cilnis and parents Pauls and Julie are book-ended by Aleks' Godparents.

September 23, 2013

To: Sound Transit - Attention Joni Earl and Board Members



From: Ed Paskovskis, 2905 25th Ave West Seattle, WA 98199

Regarding: Lynnwood Link Extension Draft EIS

Thank-you for the opportunity to comment of the proposed Lynnwood Link Extension project.

I-375-001

I urge the Sound Transit Board to find an alternative route for the above mentioned Link Extension. Under the current Draft EIS proposal the Latvian Church and Community Center (LCCC) will be threatened in its ability to serve its stakeholder communities during construction and implementation. Specifically, my Baltic-American family of three generations has used these facilities since the 1960's. We are genuinely concerned that the Lynnwood Link Extension will adversely affect the religious, historical and cultural traditions this location has offered the Baltic-American Community of Puget Sound.

The property upon which the LCCC is situated upon is a vision realized by scores of Baltic-Americans, many of whom immigrated to this country after the occupation of the Baltic States, Estonia, Latvia and Lithuania by the Soviet Union in 1944. Since the 1960's this parcel of land has been a symbol of freedom to exercise religious, cultural and community traditions. The property is most unique in that it provides a private sanctuary under evergreen trees in an urban setting. Needless to say, the privacy aspect of this property may be impaired by this project proposal.

Please respond the following concerns in the EIS:

- 1) What project location alternatives are available that do not result in any property takings from the LCCC?
- 2) If LCCC property takings are warranted during construction and/or implementation what alternative sites are within proximity?
- 3) What if any impact will be generated by additional noise reflecting to the LCCC?
- 4) What if any impact will be generated by additional lighting reflecting to the LCCC?
- 5) What if any impact will be generated by vibration to the LCCC?
- 6) Is there any data to indicate similar projects generate crime in the neighboring areas?

We look forward to Sound Transit's response.

I-375-001

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.

The EIS discusses noise and vibration impacts in Section 4.7, visual and aesthetic impacts in Section 4.5, and safety in Section 4.14.

Edmunds M Lettis
530 214th Ave SE
Sammamish, WA 98074
Tel: 425-399-0401
edlett@msn.com

September 23, 2013

Sound Transit
DBS Comments c/o Lauren Smith
101 Jackson St.
Seattle, WA 98104

I-376-001

I am writing to voice my concerns over the current preferred design that staff have presented to the board, specific to the section adjacent to the Latvian Church located at 11710 3rd Ave NE Seattle WA. I am a member of the congregation and sit on the board of directors of the community center.

My parents were born in Latvia, immigrated to the United States after WWII and settled in Sacramento California where they raised their family. My brother, sisters and I were taught the Latvian language from an early age at home, as well as attending Latvian school on Saturdays, where we were taught the language, history, songs, dance and culture of the Latvian people. Just like here in Seattle, Sacramento had a Latvian Lutheran church, school and a community center where we all came together to share not only our religious beliefs, but the language and culture of Latvia.

I left Sacramento in 1980 to find my way in the world and eventually got married and started my own family. We moved to Seattle in 1989 and started our family with our first born in 1993 and 3 years later our second son was born. Both my sons have attend and graduated from the Seattle Latvian school, have attend church there and participated in many events over the years. Both sons have traveled to Latvia through a program called "Sveiks Latvia" which is sponsored by the Latvian government as well as the American Latvian Association of America in conjunction with the local Latvian schools here in the United States and other countries around the world. My oldest son is a member of the local Latvian dance group "77spokoutis" and has performed in many shows with them.

My point is, that this church/community center has been a huge part of my family's life here in Seattle and I don't know how I could expose my sons and family to my rich heritage that my parents exposed me to. They will both be better men and people with this experience and hope that they will be able to share it with their families when that time comes.

My family and I are not against the light rail being expanded throughout this area, but we are against it encroaching on the church/community centers property. Please take the time to design the rail, so that it does not affect the property in any way, so it can continue to prosper and provide experiences for my children and their children in the future.

Sincerely,

Edmunds Lettis

I-376-001

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

Draft EIS Comments

September 23, 2013
From Mary Monaghan
5214 - 201st Pl S.W.
Lynnwood, WA 98036

- I-377-001** | I spoke at the Embassy Suites in Lynnwood, WA on August 21, 2013 but did not have time to address the errors on the DEIS. There is mislabeling on attachment F on maps of noise wall mitigation – Locations – 200th St is mislabeled 196th for pages on C1, C2 and C3.
- I-377-002** | Attachment D – Vibration Impact by Build Alternative Table D-3 Projected Vibration for Segment C without mitigation - The distance to nearest track (ft) is incorrect on C2M and C3M and C2W and 3W – We live on 5214 – 201st Pl S.W. in Lynnwood and they have us closer to C3 than C2 and we are closer to C1 and C2. They all seem to be switched around on all addresses or at least in our neighborhood and on 52nd.
- I-377-003** | Under Character and Cohesion changes – Both C1 and C2 would feature design measures to avoid noise impacts, but the elevated guideways would change views and Alternative C3 would have the least effect on this neighborhood because it is largely adjacent or parallel to 1-5. Table 4.5-1 Visual Quality Impacts – page 4-81 – High visual impacts for C1 and C2. Elevated guideways on east side of 52nd Ave. W would visually intrude upon the integrity and unity of the residential area.
P. 4-82 We on 201st Pl. S.W. down by the Spragues Ponds and mini park will be impacted visually by the skyline and loss of mature old growth vegetation and trees. On page S-32 under S.10 you talk of longer term visual impacts that might not be mitigated. Does this mean if you destroy a park and wetlands, you cannot or will not mitigate and put the wetlands back together or it may take a hundred years for things to grow back? There is no way ST can give back all of this old growth vegetation and trees after construction which are a buffer to freeway noise now.
- I-377-004** | The bogs and wetlands are a natural filtration ecosystem which work hand in hand and should not be messed with. We need this natural filtration in our community because of the transit center where many busses and vehicles come into and also when the Edmonds School District build there buss barn facility, there will be even more need for these wetlands and bogs to help keep the air clean. If you disrupt this delicate balance, it could be disastrous to our air quality, wildlife, animals, fish, birds and even bees. A quote from Albert Einstein “If the bee disappeared off the face of the earth, man would only have four years left to live.” If the human race continues to destroy our precious wetlands and bogs, this could very well contribute to our demise.
- I-377-005** | I feel the light rail should use the new alternative C3M and stay in the middle of the freeway as long as possible and then cross over to the transit center.
1

I-377-001

We reviewed the maps showing noise and vibration impacts to make sure they show the correct parcels with impacts.

I-377-002

A labeling error occurred which resulted in a portion of Alternative C2 to be switched with a portion of Alternative C3 during the vibration analysis (from Civil Station 522+00 to the north end of the alignment). This error had no effect on the conclusion that vibration mitigation was not required for receivers along that segment of the alignment. The correct distances are used for all receivers in the Final EIS and the correct vibration levels are reported.

I-377-003

Your concerns about visual impacts related to the elevated guideway are noted. Sound Transit will mitigate impacts to parks and wetlands, but if mature trees must be removed, it will take time for the replanted trees to grow in. It is this potential impact that the text in the Summary is acknowledging. Modified Alternative C3 is the Preferred Alternative in the Final EIS, which avoids impacts to Scriber Creek Park and reduces wetland impacts compared to some other alternatives.

I-377-004

Your comments regarding the importance of wetlands are noted. Sound Transit's policy [Executive Order No. 1, Establishing a Sustainability Initiative for Sound Transit (2007)] on ecosystem mitigation is to avoid impacts on environmentally sensitive resources to the maximum extent practicable and to provide adequate mitigation to ensure no net loss of ecosystem function and acreage as a result of agency projects.

I-377-005

Your preference for modified Alternative C3 is noted.

Imants F. Holmquist
1712 44th Ave SW
Seattle, WA 98116
imants@gmail.com

September 23, 2013

VIA EMAIL ONLY

Sound Transit
c/o Lauren Swift
401 Jackson Street
Seattle, WA 98104
LynwoodlinkDEIS@soundtransit.org

Re: Comment on the Sound Transit Lynnwood Link Extension Draft Environmental Impact Statement Dated July 26, 2013, (the "DEIS")

To Whom It May Concern:

I-378-001 | I have reviewed the DEIS and I have several comments regarding the impacts on the various alternative routes would have on the Latvian church and community center located at 11710 3rd Ave NE, Seattle, WA 98125. By way of background, my personal use of the Latvian Center includes among other things: my christening, ten years of Latvian school on Saturdays, Latvian folk dancing for six years, and countless social and cultural events while I attended the University of Washington's Baltic studies Program. Now that I have a family of my own, my daughters attend the Latvian School on Saturdays and we attend many of the other events at the Latvian Center including performances, shows, and the candle light services. I anticipate that my daughters will be at the school for the next ten years or longer, and participate in the same events I was lucky enough to experience at the Latvian Center. I cannot imagine raising my family without the Latvian Center and the cultural events that occur there.

Comments on Impacts of Elevated Routes

The DEIS does not clearly define exactly where the elevated alternatives will run in relation to the Latvian Center. I urge Sound Transit to review an alignment of the elevated tracks that keeps them as far away from the Latvian Center as possible. To the extent the caretaker's house must be taken, I urge Sound Transit to compensate sufficiently to replace the caretaker's house with another house on one of the properties adjacent to the Latvian Center. Without a caretaker's house, the center would be susceptible to criminal activity due to its isolation. The DEIS fails to outline specific noise mitigation to the Latvian Center. It should review noise impacts and mitigation

I-378-002 |

I-378-001

Thank you for describing the importance of the Latvian Church and community 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. 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 as shown in Appendix F of the Draft and Final EIS.

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-378-002

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

I-378-002 | for sound and vibration and specifically the impacts on a school playground that close to the track.

Comments on Impact of At Grade Routes

I-378-003 | The DEIS calls for acquisition of the Latvian Center under all of the at grade alternatives. The DEIS should review and research alternative track alignments that do not result in taking the ingress and egress to the Latvian Center. Further, to the extent the ingress and egress must be acquired to make way for the track, the DEIS should provide a track alignment that is as far from the Latvian Center as possible to reduce noise and allow space for a noise wall. The DEIS should study noise impacts at the Latvian Center given the desire to keep the Latvian Center in its present location. Sound Transit should assist the Latvian Center with purchasing at least two adjacent properties for ingress and egress, lost parking, and a replacement of the caretaker's house. Further Sound Transit should pay for the construction and planning required to create a new ingress and egress to the Latvian Center. Anything less than this mitigation is unacceptable.

Impact on the Community of loss of cultural facility

I-378-004 | In light of the above comments, the DEIS should consider the cultural impact of the loss of a Latvian school and community center to the community as a whole and to the Baltic community in Washington. At one of the public hearings for the Lynwood Link, a member of our community noted that there were over 800 families listed in the Latvian community phone book. This means that there are thousands of total Latvians in the community. In addition, the other two Baltic nations have strong communities in Seattle that use the Center. I do not know the numbers, but assuming conservatively another 300 Estonian families and 300 Lithuanian families, the Baltic community is roughly 1400 families in the state of Washington. The DEIS should consider the impact of stripping this cultural group of its community center during construction of the Lynwood Link and in the event acquisition does not cover the cost of relocation to a similar site in a similar geographic region. The DEIS does not reference these impacts, nor does it discuss the broader impact to Seattle and the Northwest of not having this cultural facility.

Sound Transit Should Avoid Acquisition/Relocation of the Latvian Center

The Center was acquired, designed, and built by donations from the members of our community. My understanding is that the previous Latvian community center was the subject of eminent domain in 1969. At that time, the funds provided by the government fell woefully short of the cost to acquire the current property and build the current Latvian Center. This scenario was unfortunate, and would be devastating if it occurred a second time. Accordingly, if at all possible, Sound Transit should cooperate with the Latvian community's leadership to plan the Lynwood Link in such a way that the Latvian Center does not have to be acquired in its entirety and relocated. The end

Draft EIS at-grade alternatives did not provide noise mitigation as the facility was assumed to be displaced. The Noise and Vibration Technical Report for the Draft EIS did include noise impacts and mitigation specific to the church. The Final EIS addresses noise impacts and mitigation for the church in the Noise and Vibration Technical Report. Attachment F shows the location of noise walls by alternative.

I-378-003

As mentioned in the response to comment I-378-001 above, the project will no longer displace the church or remove its access. Noise impacts were evaluated in the EIS in Section 4.7 and in the Noise and Vibration Technical Report.

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-378-004

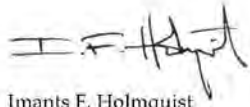
Thank you for your comments describing the cultural importance of the Latvian Evangelical Lutheran Church, and for providing a history of how it came to be in its current location. As mentioned in the response to I-378-001, none of the Segment A alternatives avoid displace the church.

The church's importance to the community is noted in Chapter 7.

I-378-004 | impact of the Lynwood Link should not be the destruction of this regionally and cultural significant community center if it can at all be avoided. The DEIS does not adequately address this impact to our community.

Thank you in advance for considering my comments. I am hopeful Sound Transit will act on these concerns and the Latvian Center will be able to continue its long and rich history in its present location.

Sincerely,



Imants F. Holmquist

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Aina Sulcs

ADDRESS: 8921 41ST AVE SW

CITY: SEATTLE STATE: WA ZIP CODE: 98136

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

My name is Aina Sulcs. I am 8 years old. I go to Latvian school at the Latvian center. I like to play with my friends and talk Latvian there. Around Christmas Santa Claus comes to the Latvian center. He gives us presents. I would be very unhappy if you took away our center. Santa won't find us any more.

I-379-001

THIS LETTER IS IN REGARDS TO THE LATVIAN LUTHERAN CHURCH AND CULTURAL CENTER LOCATED AT; 11710 3RD AVE NE, SEATTLE, WA 98125.



I-379-001

Thank you for your comment. Sound Transit's Lynnwood Link Extension Project will not take away your center. Santa will be able to find you there for many years to come.

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

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

Dear Ms. Swift,

After carefully reviewing Sound Transit's development proposal, I would like to express my deep concerns regarding the suggested plans for the Lynnwood Link Extension of the Sound Transit Link Light Rail system, along the east side of I-5. I believe the development would permanently cripple an artifact of historical and cultural significance in Northwest Seattle.

I was originally born in Latvia and moved to the U.S. for college. In 2012 after a few years of working and finishing gradschool Amazon recruited me to Seattle. A significant draw to the area versus say other opportunities in San Francisco or New York City was the vibrant Latvian community that I had heard so much about. While living so far from my native homeland, it was very important for me to preserve my cultural heritage, language and traditions.

Seattle's Latvian Church and Center did not disappoint. Quickly I got acquainted with the Center's welcoming community and became a regular member of the folk dance group Trejdeksnitis. In just over a year we have performed at numerous concerts all throughout Seattle, the group has made an international trip to the world's largest song and dance festivals in Riga and we have helped educate others about Latvian culture. And all while retaining and expanding a roster of young, committed individuals with background varying from finance to engineering, and from education to medicine for whom preserving, practicing and sharing our traditions has been immensely important.

Moreover, in the year I have been part of the Center I have seen it welcome new people to the area and helping them orient in the neighborhood. The Center fundraises and provides much needed social and material assistance to the oldest generations. Furthermore it shares its culture freely with the wider Seattle community through concerts, dinners and lectures – all events that have always been very well attended.

But the workings of this thriving place are fragile and should not be taken for granted. The people see in this physical space the work of their younger selves, their parents and grandparents. They see drapes that were sewn by their grandmothers and trees that were planted by their fathers. It is a place to honor the hardships and sacrifices that Latvian emigrants endured escaping the atrocities of WWII. This is also a place to celebrate a newly resurging independent Latvian nation. It is not just a complex of a few buildings. It's a monument to the life's work of the generations before and the generations still to come. It provides the necessary historical continuity much like other valued Seattle historic places.

Real, lasting damage will be brought by the current proposal to this vibrant cultural Seattle gem and I implore you to reconsider the plan. Please adjust your plans so as to leave this area untouched.

Sincerely,

Martins Blums
mblums@amazon.com

I-380-001

I-380-001

Thank you for describing the cultural importance of the Latvian Evangelical Lutheran Church and community 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.

From: Ina Bray <inabray@comcast.net>
Sent: Saturday, September 14, 2013 4:07 PM
To: Lynnwood Link DEIS
Cc: Rimas Miksys
Subject: Save the Latvian Center!

Dear Sound Transit,

I-381-001

Your massive improvements in our area's transit connections are commendable. Yet the impact on the Latvian Center, the Latvian Lutheran Church and the Latvian and Baltic Communities could be devastating.

As you know, the land was purchased and these structures were built because of the intense dedication to their ethnic roots of post World War II Latvian immigrants, with time attracting diligent and most responsible Latvian individuals to the Northeast neighborhood. The neighborhood grew, with the Latvian Center and all its activities as its focus.

From the mid-1970's to the early 1990's I served as the president of the *Lithuanian* Community and for us the Latvian Center was "home." That is where we celebrated, commemorated, came together for political, religious, ethnic or social reasons, strengthening our Baltic roots as well as our sense of belonging to America. Most of these activities in those days were forbidden in our home countries of Soviet Latvia, Lithuania and Estonia.

I urge you to be cognizant of the fact that major destruction of or intrusion onto the Latvian Church and the Latvian Center will have an equally major impact on all three of our communities.

If a relocation of that facility indeed would become unavoidable, the new facility cannot be established at a considerable distance but needs to remain in that general North Seattle area as the central point of the community.

Sincerely,

Ina Bertulyte Bray

I-381-001

Thank you for describing the importance of the Latvian Evangelical Lutheran Church and 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 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-382-001

Your preference for the Alternative C1 is noted.

The Link Operations and Maintenance Satellite Facility is a separate project proposed by Sound Transit and is not part of the Lynnwood Link Extension project. See Section 2.9 in the Final EIS for additional information about this facility. Sound Transit prepared a Draft EIS for this project, which can be found on Sound Transit's website: www.soundtransit.org.

From: Willis Cole <colews@earthlink.net>
Sent: Sunday, September 22, 2013 10:17 AM
To: Lynnwood Link DEIS
Subject: Lynnwood Link Writtent Comment

Dear Sir/Madam:

Thank you for the opportunity to submit a comment regarding the proposals being considered for the Lynnwood Link of Sound Transit. I have closely followed the process and have attended two separate meetings in addition to email and mailed information. I submit the following:

I-382-001

It would be a mistake to rule out the options which place the Lynnwood Link Rail Station AS CLOSE AS POSSIBLE TO THE NEIGHBORHOOD (200TH AND CITY CENTER). Simply stated, light rail access will enhance the neighborhoods around the station and easy access to the City Center project will ensure its success for decades to come. Far too often, Lynnwood has place emphasis on traffic considerations rather than focusing upon its residents. Placement of the Lynnwood Link at 200th (despite the cost to relocated businesses and personal residences) will create a TRUE integration of light rail into Lynnwood. The true value and neighborhood enhancement has been realized by those neighborhoods in Portland, OR and Vancouver, BC after seeing first hand the benefits of accessibility. The City of Lynnwood and some of its citizenry have taken a shortsighted view of locating the station beyond pedestrian easy access. This is a mistake. Please consider Option 1 as the true solution for decades to come.

Please locate the maintenance facility in Lynnwood. It will ensure that the Lynnwood Link is built in a timely manner and ensure Lynnwood's importance as a business and residential center for decades.

Thank you,

Willis Cole
Owner 18020 48th Ave W Lynnwood, WA 98037
206-940-0225

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: AUSRA VALANCIUSKIENE

ADDRESS: 1717 16th Ave, # 10

CITY: Seattle STATE: WA ZIP CODE: 98122

EMAIL ADDRESS: ausrav@uw.edu

Please sign me up for project email updates

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

I-383-001

Comments

I am a Lithuanian teacher at Lithuanian Saturday Heritage School and a visiting lecturer at UW. I am a member of the Lithuanian - American

Community. We use Latvian Center a lot for all our holidays (Independence Day, Easter, Christmas, etc) and common events for Baltic Studies Program at UW. Having access to this center is very important for both - Lithuanian and Latvian communities and especially for our children - to make them familiar with our traditions and culture and to keep them for their children.

The proposed Light rail line may have very severe impact on the Latvian Center. I am writing to ask to do everything in your power to keep access to the center open during construction. Please mitigate as much as it is possible construction impacts (vibration, noise, dust, etc)



I-383-001

Thank you for describing how you and the local Lithuanian community use the Latvian 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 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.

Construction impacts will be mitigated as described in the applicable EIS sections: 4.6 for air quality and 4.7 for noise and vibration for example. The Center's access will be maintained during construction.

September 19, 2013

Sound Transit Draft EIS Comment
c/o Lauren Swift
401 Jackson St.
Seattle, WA 98014

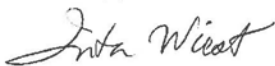
I-384-001

I am a member of the Seattle Latvian Lutheran Church and the Latvian Association of the State of Washington. As a Lynnwood resident I support the Light Rail extension to Lynnwood, but I am deeply concerned about the effect the project will have on the Latvian Center, as the proposed rail line will go on our side of the freeway. As it now stands, at-grade tracks would take our entrance, our caretaker's house and part of our parking lot. There is a possibility that we might lose our Center altogether. This would be a great blow not only to the Latvian community, but to the Estonian and Lithuanian communities as well. They too use our church and community center for worship and social and cultural activities.

The Center, financed and built by members of the Latvian community, has been our "home" for more than 40 years. Both my father and brother spent many hours after work and on weekends helping with the construction. People of all generations use the Center: children attend the Latvian Saturday School, young people practice folk-dancing, sing in the choir, seniors meet for lunch and cultural programs. Much of our time away from work and duties at home is spent at the center. This month Latvia's President and the ambassador of Latvia in Washington DC will be visiting the Center. A week later we will have a visiting theater performance from Latvia. In October we have our annual Harvest Festival, in November our Christmas bazaar and Independence Day commemoration, to name a few major events. The church is used not only for services, but christenings, weddings and funerals as well. The Center is a vital part of our existence and it is hard to imagine that we could start anew at another location.

Latvian Americans who came to this country as refugees from communism are grateful to the United States for taking us in and giving us the opportunity to live in freedom. We are good citizens and have raised our children to love and respect America – after all, we are all Americans. But we also want our children to know about their roots. Please do everything possible to allow us to keep our church and center in its present location.

Sincerely yours,



Inta Wiest
2030 151st Pl. SW
Lynnwood, WA 98087-6345

I-384-001

Thank you for describing the importance of the Latvian Center to you and the Baltic communities, and for providing some history about the 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. 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-385-001

From: Linda At Sea <lindaatsea@yahoo.com>
Sent: Sunday, September 22, 2013 11:51 PM
To: Lynnwood Link DEIS
Subject: C Alternatives - for the record

Mayor Gough and Lynnwood City Council Members,

I spoke with Diane Bailey, the Administrator of the Conservation Futures Fund, and she told me that the Fund's records show the City of Lynnwood received funding for both Scriber Creek Watershed #1 and the Scriber Creek Wetlands Complex. She recommended that the City of Lynnwood check into how those monies were spent; specifically if there were Inter-local Agreements and Declarations of Protective Covenant for the properties funded with Conservation Futures, and to check on possible matching funds for these monies and any stipulations. (In addition, due to the naming conventions used in the City's, the Deis's and the Conservation Futures Fund's maps, I believe these funds may have been used to purchase other parcels of land impacted in the Lynnwood Link C Alternatives.)

Ms. Bailey also said to check the Title Report for the properties regarding any encumbrances which could have a significant impact on the use of these lands. Nancy Bartley, reporter, "The Seattle Times," interviewed David Somers, Council Member, Snohomish County Conservation Futures Program Advisory Board. It is my understanding he is getting an opinion from a Snohomish County attorney regarding the legal use of these properties. Also, a Field Visit to the potentially impacted lands is being scheduled by the EPA, with the FTA and Sound Transit.

I hope the Council ensures that all necessary information is obtained before making a final recommendation on the Lynnwood Link Alternatives on September 23, as there are many unanswered questions.

The future of a sensitive ecosystem, a large condominium community, many businesses, and the fate of a neighborhood rests with you. I believe Sound Transit will follow your lead and develop the route you recommend as it is easier to follow the path of least resistance. I also respectfully request that a motion be made by a council member for a Roll Call Vote so that citizens/voters know who agreed or disagreed with the City's recommended route to Sound Transit.

Thank you for your consideration,

Respectfully,
Linda Willemarck

I-385-001

Sound Transit has received this copy of your letter written to the City of Lynnwood City Council and Mayor, which asks for their leadership in recommending to the Sound Transit Board the project alternative that best serves the city of Lynnwood's natural environment, residents, and businesses.

The Preferred Alternative is a modified Alternative C3. If another alternative is selected requiring acquisition of property funded by the Conservation Futures Program, Sound Transit will work with the City of Lynnwood and Snohomish County to address the requirements of existing agreements.

From: Linda At Sea <lindaatsea@yahoo.com>
Sent: Sunday, September 22, 2013 11:54 PM
To: Lynnwood Link DEIS
Subject: Lynnwood Link - for the record

I-386-001 City of Lynnwood, 20015 Cedar Valley Road, "Scriber Creek Park", Neighborhood Park / Open Space – 3.8 acres.
However, Snohomish County Assessor, Parcel 00608400300101, 20015 Cedar Valley Road, City of Lynnwood, 761 parks – general recreation, 4.59 acres.
In addition, this parcel is listed as "City of Lynnwood Scriber Creek Wetlands Park" in Backflow Prevention along Scriber Creek Attachment A-1, Scope of Work., 6/28/11. Page 4-27 Segment C: Mountlake Terrace to Lynnwood. Alternative C1 – 50 Full Acquisitions
However, Table 4.1-1 Potential property acquisition and displacement C1 total full acquisitions— 80
Table 4.2-2 Estimated area of acreage by land use. C1 multifamily lists .83 acres.
However, The 76 Multifamily units are over 3.0 acres alone.
Table 4.17-5 Potential Construction Impacts on Scriber Creek Park. "Short-term partial closure of the park during construction." *THIS IS THE ONLY NOTATION.*
However, the C2 and C3 categories note noise and visual impacts, *yet not in CI.*
Table 4.8-1 Streams in study area, Coho Salmon and Cutthroat Trout noted. See figure 3.1c in the DEIS.
OMSF Site Evaluation October 2012, City of Lynnwood: The City was also concerned about the sites proximity and potential impacts to the Interurban Trail (linear park on the south side) and Scriber Creek (salmonid bearing waterway north of the site) and potential loss of flood storage capacity.
However, (Summary) S-20 No adverse impacts on threatened or endangered species. ...in seismically active area therefore, localized geological hazards and risks are possible.
City of Lynnwood, Chapter 17.10, Environmentally Critical Areas: 17.10.060 Stream – Rating.
A. Category I. The following streams are classified as **Category I: Scriber Creek, Swamp Creek, Lunds Creek and Halls Creek.** The Sensitive Areas Ordinance requires buffers from the nearest development.
However, 17.10.062 Stream alteration allowed.
A. All Category I streams shall be preserved. The city may only allow alteration of Category I streams when approved under LMC [17.10.048](#) and [17.10.049](#).
A. An application for a reasonable use exception containing the elements required in LMC [17.10.049](#) shall be filed with the department and shall be considered by the hearing examiner at a public hearing under Process I (LMC [1.35.100](#) through [1.35.180](#)).

I-386-001

The Lynnwood Link Extension will comply with all federal, state, and local environmental laws and regulations to avoid and minimize impacts on ecosystems resources, as discussed in Section 4.8 of the EIS. Also, as noted in Section 4.8, the study area for ecosystems was defined as the area within 200 feet of the project alternatives and features to capture potential impacts on regulatory buffers for wetlands and water bodies.

Table 4.2-2 identifies the estimated acreage of land permanently converted to a transportation use; in some cases, a larger parcel could be impacted and its use displaced, but not all of that parcel would be likely to remain as a transportation use.

I-386-001

S-20 Water resources – the Segment C alternatives could place structures in the Scriber Creek Floodplain.

However, S-31 C1 would have columns and a section of the elevated guideway within the Park

Native Growth Protection Area. Sign Installation Guidelines Sign placement shall be up to the approval of Snohomish County. All signs must be secure and permanent.

However, there are at least 7 signs which our group has found on the C Alternatives property. One sign is only 50 feet away from 52nd Ave W. With the dense wooded area it is difficult to note with any accuracy how many more signs there actually are.

Table 4.1-1 Property acquisition list includes Multifamily use.

However, Table 4.1-3 Property available for relocation has NO Multifamily listed

Figure 4.17-4 Scriber Creek Park Potential Impacts with Alternatives C1 and C2.

However, Scriber Lake Creek is labeled where Scriber Creek is.

Page 1-4 1.3.1 – Aquatic Species and Habitat, 1.3.2 – Vegetation, Terrestrial Wildlife and Wildlife Habitat and, 1.3.3 – Wetlands. *They talk about looking at impacts 100-200 feet outside the direct project area. Sprague's Ponds are across the street from Scriber Creek Park and I've read no mention on the impacts the Light Rail would have on that waterfowl and wildlife area.*

1.4.3– Avoiding and Minimizing Impacts on Sensitive Ecosystem Resources. *If Sound Transit's first priority is to avoid impacts to sensitive areas, then why are they building on a wetland, watershed, and wildlife habitat?*

From: Linda At Sea <lindaatsea@yahoo.com>
Sent: Sunday, September 22, 2013 11:55 PM
To: Lynnwood Link DEIS
Subject: Lynnwood Link - for the record

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

I-387-001 As you know, both the C1 and C2 Alternatives would be going down 52nd Ave West/Cedar Valley Road. In my research I found a very compelling document that really puts into perspective the importance of this area. The document reads, quote "...an established single family neighborhood containing hundreds of affordable homes and is in close proximity to several affordable housing apartments and condominium complexes, all of which would be adversely impacted by light, noise, property values, and other impacts ..."
"directly impacts hundreds of affordable homes when there are other sites available, raises social justice issues..."

I-387-002 "...located adjacent to significant city recreational resources of Scriber Creek and associated wetlands, and the city's Scriber Creek Park, that provide places to experience nature in close proximity to Lynnwood's City Center and regional Interurban Trail, both of which would be negatively impacted..."

I-387-003 "...Therefore, the City Council of the City of Lynnwood does hereby resolve and request the Sound Transit Board to remove from its potential sites and evaluations list the Lynnwood 52nd Avenue West/Cedar Valley Road site..."
"...that such site not be included in any environmental analysis, due to its many significant and unresolvable and irreparable impacts upon the City of Lynnwood, its residents and businesses and upon the Edmonds School District."
These quotes were taken from Resolution No. 2012-07 of the City of Lynnwood, Washington, regarding issues concerning the potential siting by Sound Transit. It was signed by Mayor Gough of Lynnwood on 10/22/2012.

I-387-001

Thank you for your concerns about the impacts to neighborhood character and cohesion from Alternatives C1 and C2 in Lynnwood. Section 4.4 addresses neighborhood impacts and Appendix C provides an Environmental Justice Analysis.

I-387-002

See Sections 4.17 and 4.18, which evaluate impacts to Scriber Creek Park under the various alternatives.

I-387-003

Thank you for your comment that summarizes the City of Lynnwood's Resolution 2012-07.

Lynnwood Link Extension Representatives
Sound Transit
401 S. Jackson St.
Seattle, WA 98104

September 22, 2013

Dear Sound Transit Representatives,

My name is Indra Ekmanis and I am a 24-year-old doctoral student at the University of Washington. I am writing in support of the efforts to preserve and maintain access to the Seattle Latvian Church and Community Center, which is currently in the path of the proposed Lynnwood Link light rail extension. I would like to convey the profound cultural, religious, and academic impact this Center has had, both on my personal life and those of my peers, as well as on the greater Seattle community; I request that you address these attributes of the Center in continued planning for the Link extension.

I relocated to Seattle two years ago as a master's degree student in the Henry M. Jackson School of International Studies at UW, from which I graduated this June and where I will continue my doctoral studies. Here, I worked in close concert with the Baltic Studies Program at UW, which is a program unparalleled in the entire country and which functions, in large part, from the support it receives from the Latvian Center and associated Baltic communities in the Puget Sound area. This Program is of great importance, not only to the University, but also to the field of multidisciplinary area studies in a region that is critical to U.S. and European security prospects, economies and cultural development. Should it be of interest, I invite your request for any policy briefs I have written on the significance on the Baltic States, which demonstrate the necessity of such a Program to be active and functioning.

The Latvian Center is a critical support beam for this Program — this extends beyond the support of individuals who may belong to community organizations to the actual building itself. The Center is the main gathering place and host multiple fundraisers critical to the continued functioning of the Program at the University. Given the current fiscal threat to higher education, this is more necessary than ever before. The financial support emanating from this community is certain to be negatively affected if the Center faces relocation, taking a severe toll on the academic offerings of the University through this important Program.

In addition to its unmatched support for the Baltic Studies Program, the Center is a critical hub for multiple generations of individuals to come together. Without this Center, I would have been lost in my transition to Seattle. Indeed, my community revolves around this Center; my week is full of activities hosted within its walls. Wednesday evenings are dedicated to choir practice, Saturday mornings I teach third grade students at Latvian school, Sunday mornings are for church services, Bible study and meetings, while Sunday evenings I rehearse with our award-winning folk dance ensemble, Trejdeksnitis. Youth organizations, such as the Association of Latvian University

I-388-001

Students and the American Latvian Youth Association, also make use of this space for community building.

Not only do I participate in the multiple events hosted at the Center, but the connections forged here have also led to being active in the greater Seattle and world community. Indeed, Trejdeksnitis has participated for years in Seattle community enrichment programs, including annual performances at the Seattle Public Library, as well as in various Folklife festivals. Trejdeksnitis was the most advanced American dance group to participate in this year's Latvian Song and Dance Festival in Riga, where we represented Seattle with pride. Removing access to this space would be catastrophic, degrading activities that not only foster our community growth, but bring recognition and interest in Seattle to communities across the world.

The Baltic communities have contributed much to the Seattle area. This property, built by individuals who saw their homes decimated by the tragedies of World War II, is a testament to the rich history of immigrants who have added greatly to the culture and economy of Washington State. This building is a vital gathering place for multiple generations. Indeed, without this center, children and young adults from our community would be robbed of the ability to actively interact with the refugee generation that sought solace in the aftermath of a horrific war. The importance of these connections cannot be stressed enough — to require a relocation or lack of access to this Center would decimate this tie to the past and to the history of these individuals.

I write this letter to stress the vitality and necessity of this community, not only for those who built it many years ago, but those who will continue to use it for many years to come. I appreciate the efforts of Sound Transit to develop the public transportation system, but I urge you to follow the options that will not cause detriment to a Center that has done, and has the potential to do, so much more good for the Seattle community. I request that you address these points and invite any request for additional correspondence.

Sincerely,

Indra Ekmanis

Doctoral Student
Henry M. Jackson School of International Studies
University of Washington
indraekm@uw.edu

I-388-001

Thank you for 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.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: ILMA APSITIS

ADDRESS: 3502 NE 182ND STREET

CITY: LAKE FOREST PARK STATE: WA ZIP CODE: 98155-4222

EMAIL ADDRESS: N/A

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

Lynnwood Link Extension
Comments:

I-389-001

Many, many years ago a wise man, called Hippocrates, in his writings said: "Do no harm!" The medical field has the Hippocratic oath that also incorporated the same idea.

The planners of the Light Rail certainly would benefit from this advice. Harm arises from not considering the repercussions to a large group of taxpayers. The various groups using The Latvian church and community center worked very hard to provide a place where to continue using their cultural values. These ethnic activities enrich not just them but also a much wider circle. None of these people expect government largesse but they do expect consideration from the government when it proposes to take away their way of life. The loss of the center would irreparably damage all current activities. Cultural activities should be valued and not dismissed. Consequences matter.

Ilma Apsitis

I-389-001

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.

RIDE THE WAVE

From: Jan Ahlquist-Niemi <jan_niemi@juno.com>
Sent: Monday, September 23, 2013 1:14 PM
To: Lynnwood Link DEIS
Subject: Lynnwood Link Extension Draft EIS Comment Submittal

I-390-001 I have a few concerns about Link Light Rail "access" and "storage" for bicyclists.

One cyclist I know who has used the Vancouver rail with his bike said that it was quite easy to use, although he commented that they don't allow bikes on the stairs, so he had to use the elevator.

Another cyclist that I know, who emailed me a few weeks ago, said that he's used our Seattle Link light rail with his bicycle at different locations, and he said that if it's an elevated or below street level boarding area for the light rail, then he was forced to have to use the very small & crowded elevator or carry his bike on the stairs, which was okay for him (he's strong). Then once he boards Link light rail, the area on the rail car that is now labeled "bikes & luggage" was already full with luggage, so he had to hold his bike near the boarding door, so it wouldn't flop over, while he rides the Link.

I was a bicycle & Sounder commuter for 3 years between Edmonds & Seattle. In my experience with the Sounder train station in downtown Seattle with my bike, the elevators are always overcrowded and I would end up waiting for at least 2-3 elevator runs up & down before there was room for me & my bike. I finally started going to the least-used set of stairs on the very south-end of Seattle's train platform & carried my bike up to street level...I got stronger doing so too, but some cyclists might not be able to do the same.

I also sometimes ran into an overcrowded problem on the Sounder train, typically during the summer, but especially in busy May (bike month) when many cyclists start to ride the train with their bikes for just the one month and would fill up the reserved spots on-board for "bikes or wheelchair", so I also had to sometimes stand holding my bike near the boarding door for the half hour ride, or wait for the next train & hope that it had empty bike spots.

Early on in my bike/train commuting days, one day on the Sounder while I was riding home to Edmonds, one of the two too-short Velcro straps that go through the bike wheels to hold the bikes upright came off my bike's rear wheel, and with only my front wheel then being held by a strap, when the train jostled through a rail switch on the tracks, my bike flopped over and my front wheel rim (still strapped in) got severely bent. My bike was positioned in the spot next to the aisle, not next to the wall. The other bike next to the wall had bulky and thick packs/panniers on both sides of its rear wheel, which forced my bike's position even further away from the wall, and thus the Velcro straps were not really quite long enough to securely hold my bike in-place when going over the rail switch, as I learned that day.

There are various alternatives (location & type of station) for the Lynnwood Link Extension being considered right now, for all 3 segments: A-Shoreline area, B-Mountlake Terrace, C-Lynnwood. Most of the station types for segments A, B, C being considered are "elevated" station options. Very few are "at grade".

I-390-001

Thank you for your input regarding bringing bikes aboard light rail vehicles. While the amount of storage on board Sounder trains is not within the scope of this project, providing adequate access for bicyclists to get their bikes to the train is considered and provided for in the station design. Stations will include bicycle parking. The inclusion of bike gutters is a final design decision, so whether stations will include them is unknown at this time.

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So my concerns are:

- 1) About accessing an elevated platform. Will bicycles be allowed on both stairs & elevators? Will bike gutters/runnels be in-place?
- 2) I did not see any information at the August 14 open house (at the Nile Shrine Golf Center in Mountlake Terrace), nor in the Draft EIS, about where & how bicycles can be stored on the future Lynnwood Link rail cars once a cyclist has boarded. Bike hooks on Amtrak seem to work well, I've heard. The reserved "bikes or wheelchair" spots (two bikes, side-by-side) on the Sounder trains work fairly well, as long as your bike is the first one loaded next to the wall, but if you are the second bike loaded (nearest to the aisle), then the Velcro strap may or may not be long enough to securely hold your bike upright, as I experienced, and I ended up with a very badly damaged wheel rim when my bike fell over. My bike was un-ride-able when we arrived at the Edmonds station that day.

Thank you for your consideration of my observations and questions.

Regards,

Jan Ahlquist-Niemi
Co-Chair

Edmonds Bicycle Advocacy Group

EBAG Website: <http://www.edmondsbicyclegroup.org/>

"Raising safety awareness for both cyclists and pedestrians"