
From: Anda Allen <andaallen@yahoo.com>
Sent: Sunday, September 22, 2013 11:55 PM
To: Lynnwood Link DEIS
Subject: Lynnwood Link Extension

Re: The Latvian Church/Center

I-391-001

I was horrified to learn of the impact that the light rail would have on our Center. I moved to the State of Washington from Alaska twenty-three years ago and the Center has become important in my life. I have attended concerts, lectures, folk dancing, cooking classes and church services. I have also used the Latvian Library at the Center. I have attended events by the Lithuanians and Estonians, who rent the Center. I help out at the annual rummage sale that provides inexpensive goods for the local community, a lot of students and immigrants attend the sale to purchase items they couldn't otherwise afford.

I'm concerned because of the noise level, lack of access and lack of parking if the light rail is built near our Center. Today, the President of Latvia and some of his staff attended a function at the Center and we had a huge turnout. The Center had the windows open because it was warm. I can't imagine being able to hear a speaker, if the windows are open and the light rail is going by. The attendance was so large, that parking overflowed into the surrounding neighborhood. It would be difficult to park, if we lost part of our property.

It's ironic that in 1970 we lost by eminent domain our Latvian Center so that Seattle could have a park! Please tell me that this is not going to happen again. I've reconnected with my Latvian heritage and I would like to continue participating in events at the Center.

Anda Allen

I-391-001

Thank you for describing the importance of the Latvian Center to you.

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

Project noise impacts are evaluated in Section 4.7 of the Final EIS. At the location of the church, there would be a wall separating the light rail from the church property. See Figure G-17 in Appendix G, Visual Simulations and Illustrations.

From: cander3867@aol.com
Sent: Monday, September 23, 2013 8:52 PM
To: Lynnwood Link DEIS
Subject: Seattle Latvian Lutheran Church

Attn: Lauren Swift

Dear Ms. Swift,
My voice is small and insignificant and I trust that you are making every effort to add your wisdom to this process. The only thing that I can offer to help you in this matter is to share a little bit of the history of this church.

I-392-001

It is important for you to know that this is more than a church it is a community and cultural gathering center. The Latvian community, culture, language, music, folk art and identity have thrived because of the vision and hard work of members of the Latvian community.

This was a self-funded work of love and labor to build a place (and the significance of place can never be overstated) for generations to gather, to share their religion, teach their language to the children, to teach Latvian folk dance and songs, to have New Years Eve parties, celebrate Christenings, Confirmations, Weddings and funerals.

It was always important to the WWII Latvian emigrants who were fleeing the war zone that was Latvia to be together. This place was the center for the gatherings and events. The many elders of the Latvian community who planned and saved and did the hard labor to build this church worked so hard for so many years to perpetuate all that was important to them. They worked so future generations would know their heritage. You can walk into the foyer and see so many Latvian folk symbols. The Red, White, Red Latvian flag so respectfully hung to honor a recently deceased veteran. The love of nature that is central to Latvians is evidenced in the thoughtful yet simple arrangements on the tables. You can see Latvian art on the walls as well as sculptures and carvings. These people were very deliberate in their planning and execution of this site. It is private so as to not impact the neighborhood. The kitchen facility is impeccably planned to serve the needs of the many gatherings and the preparation of traditional foods that are such an important part of any ceremony. And because this place was the heart of the people, the place for coming together, it has served as the anchor for all that is important to the Latvian people.

The need for this place was clear to the now deceased elders, they knew what the coming generations would need and their legacy needs to be respected. Now they are gone but the "rock" they built still stands as a beacon to the younger people who must work even harder to preserve their heritage and culture. The future of the Latvian community in Seattle is at risk without this space. As the elders pass on, the history, stories, songs, plays, foods and traditions are gradually being diluted and risk being lost. You may say that the Latvian culture can still be found in Latvia. This is not exactly true. The current day Latvia is a post-war Latvia that has had to try to survive under Soviet rule. The Soviets banned the language and music, destroyed literature written in Latvian and changed the names of the streets. The "ethnic" Latvians living there today, that were born during the Soviet occupation don't even speak Latvian, they speak Russian. So this church is actually a little island being overtaken by the dominant culture, while the culture of the homeland has been forbidden for so many years. They are trying to re-build Latvia IN Latvian. So, it is imperative that this church remain where it is. What was built with love so many years ago cannot be built again.

Please, anything you can do to protect the history and memories of this Church will be so appreciated. I pray for you the vision to see all possible solutions.

Sincerely,
Cheryl Anderson
Serila Andersons

I-392-001

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

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

From: Rimas Miksys <rimas.miksys@gmail.com>
Sent: Monday, September 23, 2013 3:44 PM
To: Lynnwood Link DEIS
Subject: The Latvian Center and light rail

I have been active in the Lithuanian-American Community for 15 years. The LAC does not have its own church or hall in Seattle. While some smaller gatherings of our organization are held in members' homes in and around Seattle, we hold most of our meetings and celebrations at the Latvian Center. Two years ago I even moved to the Northgate area to be closer to the Latvian Center.

I-393-001 It would be very disruptive to our community if the Center was closed during construction of the rail line or worse still if the Center had to be closed and relocated. I urge the Sound Transit Board to consider the unique status of the Center in the social web of the Lithuanian, Latvian and Estonian communities. We all gather there with our extended families to celebrate significant events in the lives of our communities and our members. That family web may be destroyed beyond repair if the Center could not be used during or after construction.

Please take any and all precautions to reduce the impact of dust, noise, vibration. Give us access during construction.

The caretaker's house next door is vital to the daily operation of the Center. Can you find a way to save it?

When construction is complete we expect that there will be changes we will have to live with but we also expect Sound Transit to restore the site to something resembling its present condition.

Rimas Miksys

I-393-001

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

Sound Transit will use mitigation measures to avoid or minimize construction impacts on nearby properties.

23rd of September, 2013

I-394-001

I am writing in order to express my concerns over the plans for the Lynnwood Link Extension of the Sound Transit Link Light Rail system that may affect the accessibility and usability of the Seattle Latvian Community Center at 11710 3rd Avenue NE.

I moved to the United States to do my Master's in Civil Engineering at University of Washington a year ago and became an active member of the Seattle Latvian Community only this February when I joined the folk dance group "Trejdekšnitis" and a choir "Sigulda". Ever since then I have been coming to the Community center twice a week for the rehearsals and participated in several concerts that have been taking place there. Both singing and dancing is a very important part of Latvian culture and I have been doing one or another or sometimes even both of them at the same time for most of my life and I feel extremely happy to have the opportunity to do it again here in the Seattle Latvian Community Center. Moreover, this summer I also had the honor to participate with the Seattle Latvian folk dance group "Trejdekšnitis" in Song and Dance Festival in Latvia that takes place every five years and unites tens of thousands of Latvians from all around the country and overseas communities in several unforgettable performances.

Having grown up in Latvia and getting to personally know the American Latvian Community only a half a year ago I've become truly impressed about all the effort that these people are putting in order to keep the Latvian traditions, language and culture alive this far from our motherland. I knew, of course, already before coming to the United States that there existed such communities, but I had no idea that they were as active and large before I got to know the Seattle Latvians. Most of these people have lived here in America for the past 60 years and their children and grand children have been born and raised here, but still they are able to speak Latvian, sing Latvian songs, celebrate all of the traditional Latvian holidays despite that many of them have been only a few times in Latvia and some of them have even never been there at all and from time to time when I'm talking to them I have to realize that actually sometimes the American Latvians know more about our traditions and history than I - as a person, who has lived most of the life in Latvia and many of my friends back home would do. However, while being very oriented towards keeping the Latvian traditions alive in their families and the community, meanwhile all of the community is very opened and respectful also to the local - American Society. Both - the dance and choir practices as well as most of the concerts are conducted in English thereby making them opened to everyone who's interested in joining these activities and I know several American spouses of Latvians that do take part very actively in it and take the opportunity to explore and get to know more about our culture through dancing, singing and just being surrounded by the Latvians.

From the very first time when I came into the Latvian Community Centre here in Seattle I've always felt warmly welcomed there and in this half a year since I joined its activities I've gained several really close friends there and I can not anymore imagine my life without having this place to meet for all the practices and celebrations. It has become an absolutely integral part of my daily life here in Seattle and if it would have to be closed down or become inaccessible for even just a period of time, I would feel that as a huge personal loss.

I-394-001

Thank you for describing the importance of the Latvian Community Center to you.

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the 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.

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

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

I-394-001

I would also like to pay an attention to the importance of the possible negative effect of the noise caused by the light rail transportation to the church services which are taking place in the side of the building at the closest proximity to the proposed light rail alignment and emphasize the importance of considering proper noise isolative systems. Even though I am not a member of the Lutheran congregation and don't regularly attend the church services, the concerts of my choir are most of the time taking place at the Church and I expect that the noise coming from the traffic would be a noticeable nuisance for us to perform as well as for others to listen to our performances and therefore I would be personally influenced by the possible noise coming from the traffic.

All in all, now after six months of being an active member of Seattle Latvian Community, I can without any doubts say that the decision to join all of these activities has been one of the best things that has happened to me here in Seattle. I feel extremely grateful to all of those people from the community who have worked on creating the building itself and are continuously working to keep it working. We are a small nation having population of only around 2 millions, but most of us feel really explicit connection to our motherland no matter how far of it we actually are. Knowing that the Seattle Latvian Community once has already been forced to change its location due to a construction of new infrastructure in Wallingford, I think that going through a similar experience once again would cause a noticeable negative impact on the entire community.

This weekend the President of Latvia was visiting our community center and when he was starting his speech, the first thing he said was: "I really understand why this building is so extremely important to you - it is very homelike, it looks here as if I was now in Latvia." And I can totally agree to what he said. After I joined all the activities in the Seattle Latvian Community Center, Seattle has really become like a home - far away from home to me.

In conclusion I would like to emphasize that similarly like no one else in the community I am not against the building of Link Light Rail system and I do believe that it is a very important and necessary improvement of infrastructure to all of the inhabitants of Seattle. But meanwhile, I believe that a solution that has the least possible impact on our community's property and that would ensure continuous access and usage of this building can be found.

Thank you for your consideration.

Sincerely,

Ruta Ikaunieca

From: Linda At Sea <lindaatsea@yahoo.com>
Sent: Monday, September 23, 2013 12:16 AM
To: Lynnwood Link DEIS
Subject: Sound Transit Lynnwood Link Comments

I-395-001

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.

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

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

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

"...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-395-001

Your comments regarding the impacts of Alternatives C1 and C2 on the community are noted. The Draft and Final EIS discuss in detail the potential impacts to neighborhoods in Section 4.4, Ecosystem Resources in Section 4.8, Parks in Section 4.17, and Environmental Justice in Appendix C. The Final EIS evaluates a modified Alternative C3 as the Preferred Alternative.

I-396-001

My name is Larisa. I used to go to Latvian school at the church every Saturday, until I graduated last June. I loved going to Latvian school on Saturdays because I got to speak Latvian with friends, learned more about my heritage, and learned Latvian folk dances. When I am older, I also look forward to dancing in the folk dance group that practices and performs at the church and traveled to Latvia last year to perform at the National Song and Dance Festival. I love the church, and want to be able to send my kids there when I'm an adult. Please don't take our church, our center, our home away from us.

Larisa Sules

The Latvian Lutheran church at:
11710 - 3rd AVE NE, Seattle, WA 98125

I-396-001

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

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Ausra Vastaba
ADDRESS: 22302 61st Ave S
CITY: Hubert STATE: WA ZIP CODE: 98001
EMAIL ADDRESS: laume@msn.com
☒ Please sign me up for project email updates

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

Comments

I am an active member of Lithuanian community. Most of our events happen in Latvian Hall. We do have our Independence Day Celebration for numerous years. Our kids do grow up dancing at the Latvian Hall stage. There we had many cultural events. Our community had weddings and memorial services at the hall. Please consider to keep hall open during the construction. Thanks sincerely

Ausra Vastaba



I-397-001

Thank you for describing the importance of the Latvian Community Center to the Lithuanian 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.

Access to the church and church hall will be maintained during construction of the Lynnwood Link Extension.

I-397-001

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Andrius Vartskai
ADDRESS: 29302 61 Ave. S.
CITY: Hydru STATE: WA ZIP CODE: 98001
EMAIL ADDRESS: AUDRIUS@COMCAST.NET
☐ Please sign me up for project email updates

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

I-398-001

Comments Latvian Hall is a very important
place for a cultural activities of Latvian, Lithuanian and Estonian communities. Relocation of
the Hall would have a big negative impact.



I-398-001

Thank you for describing the importance of the Latvian Hall to the local Baltic communities.

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

From: Iwata, Roger
Sent: Monday, September 23, 2013 9:24 AM
To: Lynnwood Link DEIS
Subject: FW: Lynnwood link / DEIS comment /130th 145th,155th St. Stations

DEIS comment.

From: Ryan Basile (mailto:ryanbasile@gmail.com)
Sent: Sunday, September 22, 2013 8:38 PM
To: Iwata, Roger
Subject: Lynnwood link / DEIS comment /130th 145th,155th St. Stations

Roger,

I-399-001 Hello. I am very excited for the light rail system and the ability to walk to a light rail station from my house. I do have legitimate concerns over the Shoreline City Council's recommendation for the light rail station and parking structure to be placed at 145th St. (SR-523) and I-5. The Shoreline City Council is not discussing the reality of the conditions of traffic on 145th Street, or the 130th/155th St. options with WSDOT, Sound Transit, or the community.

The intersection where it would be placed (145th St. NE and I-5) is already a highly congested area. According to WSDOT, the intersection and the stretch of NE 145th St. surrounding it is already, in their words, over-capacity. Adding another destination focal point can only cause more congestion.

There are a couple of contributing factors to this, including, but not limited to: * It is the only complete set of I-5 on and off-ramps between Northgate and 175th St. NE. * There is minimal queuing area for the cars to enter the I-5 on-ramps. Which creates backups on 145th St. east and west of the intersection and in-between on the overpass bridge. This, in turn, creates backups on the I-5 off-ramps. * It is a main arterial to I-5, that receives the bulk auto traffic not only from Shoreline neighborhoods, but also from Haller Lake, Greenwood, Aurora, Lake City, Bothell, Woodinville, Pinehurst, Lake Forest Park, Kenmore, and east-side traffic. * According to WSDOT, traffic increased 11-15% on NE 145th St./SR-523 after the 520 bridge was tolled and people started using it as the connector around the north-side of the lake to I-5.

Currently, 145th St. east and west of the I-5 intersection during morning and evening rush-hour has two-lane 1/4 to 1/2 mile backups of cars waiting to go northbound and southbound onto I-5. One of the major problems is there is no good way to mitigate the issues of a light rail station on 145th. Some of the ideas floated are: * Add complete sets of off and on-ramps at 130th and 155th St. to reduce the influx of vehicles that use 145th St solely for the purpose of I-5 access. (which WSDOT says it will not do) * Acquire hundreds of folks properties to widen the 145th arterial, in some instances this would place a state highway within feet of Seattle and Shoreline folks' front doors, or directly in the path of current homes. There is also current infrastructure and or protected spaces in the immediate vicinity, such as a pumping station, Thornton Creek, and the Jackson Park Golf Course. * Add direct on and off-ramps to the station and parking structures from I-5.

I-399-001

Your comments voicing concern about the NE 145th Street Station location are noted. Sound Transit will mitigate traffic impacts caused by the project at NE 145th Street; however, building additional I-5 ramps to/from NE 130th and NE 155th Streets is outside the scope of this project. Sound Transit is currently coordinating with both the City of Shoreline and WSDOT on potential improvements in the NE 145th Street/I-5 interchange area.

I-399-001 | When I asked the Shoreline City Council how they plan to address this, or if they have worked with WSDOT to address these concerns, I receive blank stares and replies along the lines of "WSDOT will mitigate any issues". When I asked WSDOT if they had an official position, they said they had not released one but would be more than happy to talk to Sound Transit about the facts. I encourage you to speak to the WSDOT planners and employees who control this area.

I-399-002 | I have been to multiple Ridgecrest community meetings, and to the majority of the folks in the effected neighborhoods it makes much more sense to have the proposed two stations at 130th St. and 155th St. Some contributing factors supporting this are: * The already over-capacity and congested NE 145th St. arterial. * 130th is an arterial from Greenwood/99 to Lake City, but currently does not have the congested traffic that 145th St. does. * 155th is an arterial from Greenwood (via turning into Westminster Way, which turns into Greenwood), Aurora/99, to 15th Ave. NE * The more stations a mass-transit system has, the more people will have access to it, and more people will use it. The two stations, 130th and 155th St. would server a greater amount of citizens and provide access to more light-rail riders. * Two stations will split the traffic, and if applicable, the parking between two stations. * It will allow people to access the stations from 130th(125th&Roosevelt&130th), 145th, and 155th (All of which are East/West arterials). * 155th St. and 130th St. both have designated bike lines. 145th Street does not have a bike line, and is not safe for bicycle traffic. * 155th St. and 130th St. both have newer accessible sidewalks. The 145th St. and I-5 intersection is not very walkable, nor accessible. The sidewalks, where they exist, are not accessible. * It creates easy light-rail access not only for the Ridgecrest and Parkwood neighborhoods, but also for Lake City, Pinehurst, Bitter Lake, Haller Lake, Olympic Hills, and Broadview. * This will free up the East/West arterials for the crosstown bus routes to feed the stations. * Less, if any at all property and homes would need to be acquired. The property around the proposed 130th St. and 155th. St. stations are owned by the municipalities.

If you can, please visit and observe the congested NE 145th St. and I-5 intersection during morning or even rush hour. You will see how wanting to place a light rail station at 145th St. is very troubling.

Thank you for your time.

Ryan Basile 921 NE 146th Street Shoreline, WA 98155

I-399-002

Your comments in favor of the NE 130th Street and NE 155th Street Station locations are noted. Although the Preferred Alternative in the Final EIS does not include these station locations, Sound Transit did continue to evaluate them in the Final EIS.

Chapter 3 evaluates potential impacts, identifies mitigation measures, discusses bike and pedestrian improvements in the station area, and ridership.

Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: ANDRIS and HELENA ZIEMA
 ADDRESS: 16805 NE 12th Street
 CITY: BELLEVUE STATE: WA ZIP CODE: 98008
 EMAIL ADDRESS: hziema@msn.com
☐ Please sign me up for project email updates

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

Comments

Dear Sirs,

Current plan of building Lynnwood Link through the Latvian Church/Center is absolutely unacceptable. The Latvian Church/Center is very important venue for our family and for all Washington + Canadian Latvian Society.

Please consider other alternatives which will not affect our center.

Sincerely, Andris Ziemā Hziema 09/20/2013
Helema Ziemā Hziema 09/20/2013



I-400-001

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

I-400-001

I of IV

Seattle, Sept. 19th 2013

Dzidra Razevska
UPANS

11515- 4th Ave. NE
Seattle, WA. 98125

To: Sound Transit Board
Draft EIS Comments % Lauren Swift
401 S. Jackson St., Seattle, WA 98104

Dear ladies & gentlemen,

I am a member of the Latvian
Ev. Lutheran Church and Community
Center (11710 - 3rd Ave. NE
Seattle, WA 98125)

Since 1961 - In USA since 1951.

The present proposed route of the
Lynnwood Link light rail will
destroy our Church and
Community Center: first the
construction equipment noise
etc. and later the light rail
itself passing every 3-10 min.
in front directly of our church's

I-401-001

Thank you for describing the importance of the church to you and the community, and for discussing its history and activities. 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.

Although construction activities will be adjacent to the church, Sound Transit will work closely with the church to maintain access, minimize parking loss, and reduce other potential construction disruptions to ongoing church and center activities. The primary construction in the area would be ongoing for 1-2 years in the area, but major construction activities would be shorter duration. For temporary impacts such as truck traffic, detours, noise, dust, light and glare, Sound Transit proposes best management practices to avoid and minimize impacts in Sections 3.6, 4.5.7, 4.6.7, and 4.7.7. The construction area would also be fenced to protect public safety, and the church would have a direct contact at Sound Transit to discuss any issues of concern. When operations begin, noise and visual impacts would be minimized by the sound walls proposed along the guideway.

I-401-001

If doors and windows, school-
 children's playground.
 You engineers know that better
 than we can imagine!!!
 Therefore I ask you to find an
 alternative route more distant
 from our property. I am convinced
 that this is possible and your
 engineers know & can do that.
 The reason I am asking you to
respect our Church's property,
 on the present piece of land /
 location - because it was build
 only with our own caring hands
 and hearts. → The Latvian WWII
 refugees, who had lost everything
 when the Soviet army for the
 second time at the end of WWII
 occupied their country Latvia.
 The IRON curtain came down and
 divide the Europe. ^{There was no way} back for us.
 They had lost everything -
 their country, their homes -
 families were split, livelihoods
 gone.

III of IV
Many left only with what they
could carry, previous lives destroyed
We needed each other to survive in a
new foreign country - kind but strange
country, foreign language - we
needed each other for moral support,
for companionship, also financial
support.

And we build our church and the
center and made a new life in
this country that gave us the oppor-
tunity to do so. And we worked
all together giving each other moral,
physical support and companionship
It helped us to start new life - find
jobs, educate our children and
by now we all had rediscovered
the old Latvian truth - education

[education & health / community] you can lose
everything, but
if you have these 3 things - there
is always possibility for survival
It is a memorial for a group
of the Baltic refugees, many
are now dead. Between the many
also

I also my late husband who with
our late pastor Abolins was
hammering nails on the church
Roof.

This present piece of land and
the buildings on this particular
piece of land is so important
to us - as a memorial as something
that will provide continuation
^{between} the builders, their children, grandchil-
dren and their children - So they
know who they are where they roots
are and ~~where~~ ^{where} grand and great
grand parents left their own country
Don't destroy something beauti-
ful and unique just for con-
venience sake.

Do the right and just thing.
Thank you -

Dzidra Reseuer
Lpms

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Tanya Nicole Floria

ADDRESS: 15414 54th Pl. W

CITY: Edmonds STATE: WA ZIP CODE: 98026

EMAIL ADDRESS: tanyanicafloria@gmail.com

☒ Please sign me up for project email updates

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

Comments

My family and I are long-time members of the Seattle area Lithuanian community. As such, the Latvian Church and community center in Northgate have been used and are being used for everything from my best friend's wedding to funerals of community leaders. I have been coming there with my family for almost 30 years (since I was born). It is of utmost importance to us that the community center remain open & usable during the building of what will hopefully be an elevated rail. We do not want anything to impact the strength our communities have built in preserving our long marginalized culture over the years.



I-402-001

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

I-402-001

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: VIJA BIRNBAUMS

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

CITY: BELLEVUE STATE: WA ZIP CODE: 98006

EMAIL ADDRESS: _____

☐ Please sign me up for project email updates

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

Comments

I HAVE BEEN A LIFETIME MEMBER OF THE LATVIAN LUTHERAN CHURCH AND CULTURAL CENTER IN NORTHGATE. IT WOULD BE A DEVASTATING LOSS TO THE WHOLE LATVIAN COMMUNITY IN THE STATE OF WASHINGTON TO LOSE THE USE OF OUR CHURCH AND CENTER FOR ANY SHORT OR LONG PERIOD OF TIME.

OUR LATVIAN HERITAGE IS VERY IMPORTANT TO ALL OF OUR FAMILY. OUR CHURCH AND CENTER ARE THE HEART OF OUR LATVIAN HERITAGE, TRADITIONS, CULTURE, AND LANGUAGE. RAPID TRANSIT TRAINS WHIZZING PAST OUR FRONT DOOR WOULD TOTALLY DISRUPT ALL THAT. THIS IS A VERY STRESSFUL AND TRAUMATIC TIME FOR US, SINCE WE REMEMBER THE CONDEM-NATION OF OUR PREVIOUS CHURCH AND CULTURAL CENTER BUILDING, IN NORTH SEATTLE, IN 1969. WE DO NOT WANT HISTORY TO REPEAT ITSELF FOR THE SAKE OF OUR CHILDREN AND GRANDCHILDREN.



I-403-001

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

The project includes a noise wall in this area that would mitigate noise impacts to the church as well as adjacent residences. Please see Section 4.7.7 for details.

I-403-002

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

I-403-001

I-403-002

Sound Transit

September, 18, 2013

Comments c/o Lauren Swift

401 Jackson Street

Seattle, WA 98104

Our organization, Seattle Estonian Society (SES), has reviewed the Lynnwood Link Extension DEIS and concluded that all the alternatives presented severely impact the Latvian Church and Community Center. As a member of Seattle Estonian Society, I can assure that SES relies heavily on this facility for fund raising, performances and meetings. Any disruption to its availability, whether temporary or permanent, will disrupt SES's work especially since Latvian Church is a main meeting place for our SES Board. Since Estonians do not have a place of our own, Latvian Church has become like home for us. SES would hate to see Latvian Center cease to exist, it will be a tremendous loss for our community.

I-404-001 Please make sure that all construction related impacts to the Latvian Center be mitigated in a manner which allows our continued use of this facility during construction, and that long term impact resulting from the operation of the light rail system be mitigated in a manner allowing our continued use of this facility.

Sincerely,



Mai Teras

Board Member of Seattle Estonian Society

I-404-001

Thank you for describing your concerns about potential effects the Latvian Evangelical Church and for highlighting its importance to the region's Baltic community. 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.

Several sections in the environmental document have updated discussions of potential construction and long-term project impacts as well as describing mitigation that would allow the church and hall to continue their activities during and after construction. Section 2.5.1 describes the refined alternatives for Segment A; Section 4.1 describes the acquisition impacts; Section 4.4 describes impacts to community facilities and neighborhoods; Sections 4.5 and 4.7 present discussions of visual and noise impacts respectively, including mitigation measures.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: SANDIS KONDRATS
ADDRESS: 1312 108TH ST S, TACOMA, WA
CITY: TACOMA STATE: WA ZIP CODE: 98444
EMAIL ADDRESS: SANDIS.KONDRATS@GMAIL.COM
☒ Please sign me up for project email updates

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

Comments

I IMMIGRATED FROM LATVIA TO USA WASHINGTON STATE HALF
A YEAR AGO AND DID NOT KNOW ANYONE IN THE AREA, EXCEPT
MY AMERICAN WIFE AND FEW OF HER FRIENDS. MANY MONTHS
I HAD HARDSHIP TO ADAPT AND I AM REALLY GRATEFUL FOR FINDING
AND GETTING INVOLVED AT THE LATVIAN LUTHERAN CHURCH AND
COMMUNITY CENTER. SINCE I BEEN INVOLVED WITH SEATTLE LATVIAN
COMMUNITY I AM FEELING MUCH BETTER BY LIVING IN WASHINGTON STATE.
AMERICAN-LATVIANS HAS HELPED ME TO ADAPT AND TO FEEL AS AT HOME.
IF LATVIAN LUTHERAN CHURCH AND COMMUNITY CENTER WOULD BE SHOT DOWN
TEMPORARY OR RELOCATED, THAT WOULD GREATLY IMPACT PACIFIC NORTHWEST
LATVIAN COMMUNITY AND COMMUNITY SPIRIT WOULD BE DESTROYED!
SEP 17, 2013 80000000



I-405-001

Thank you for describing the importance of the church and community center to you and the Seattle 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-405-001

I-406-001

Latvian	English
Sveicināti, dārgie tautieši!! Esmu sašutis par ideju likvidēt Latviešu Sabiedrisko centru. To nedrīkst pieļaut! Tā ir viena no mūsu mazās tautas nedaudzajām kultūras salīnām plašajā pasaulē!!!	Dear fellow countryman! The idea of the liquidation of the Latvian Community Centre has shocked me. This cannot be permitted! This is one of the few islands of culture of our small nation within the global world!!!
Cerēsim, ka izdosies to nosargāt!!!	Let's hope we succeed in defending it!!!
Sirsniņus sveicienus no Latvijas-Rīgas-sūtīt, Bruno Strautiņš, Latvijas Mākslas akadēmijas profesors	With warmhearted greetings from Latvia –Riga, Bruno Strautiņš, Professor of the Art Academy of Latvia

I-406-001

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

From: Arnie Lusis and Daina Birnbaums <alusmuca@centurytel.net>
Sent: Saturday, September 21, 2013 11:38 AM
To: Lynnwood Link DEIS
Subject: Lynnwood Link impact on Latvian Center

Dear Sound Transit Board,

I-407-001 | I am writing to you to let you how the proposed Lynnwood Link would impact my family and the Baltic community as a whole. Along with my parents, my family has attended church, Latvian school, folk dancing, concerts, plays and social events at the Seattle Latvian Center since its founding. My confirmation and wedding were celebrated in the church; I currently live in Kingston with my husband and our two teenage boys. Along with this third generation, we continue these same traditions – both of our children have attended and graduated from the Seattle Latvian School and continue to participate in events at the center. The Seattle Latvian Center is a regional gathering place for the entire Baltic community. If not handled correctly, the impact of the proposed light rail link will be devastating on this valuable group.

I-407-002 | The Latvian Center and Church was designed and built by the community itself in its present location near Northgate after being relocated from Wallingford when the city of Seattle needed that land. To relocate and rebuild again would be an unfathomable burden both emotionally and financially. I urge Sound Transit to proceed carefully and in good faith to allow us the use of our center while under construction, to mitigate noise, vibration, dust and any other impacts before, during and after without expense to the center. If this is not possible, all efforts need to be made by Sound Transit to relocate the center to an equivalent location with room for all of the many groups that currently use it. As our current center and church were custom built with all of this in mind, the alternative must be equal to the current location in size, scale, interior customization and ease of access. I ask that you work with the Seattle and greater northwest Latvian, Lithuanian and Estonian communities to preserve this community resource.

I-407-004 |

Thank you,

Daina Birnbaums

Hillbend Lane NE

Kingston, WA

360-297-3304

I-407-001

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

I-407-002

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

I-407-003

Construction of the light rail guideway in proximity to the Latvian Evangelical Lutheran Church would take approximately 1 to 2 years, and mostly occur between 8 am and 6 pm during weekdays with occasional nighttime and weekend construction. Near-term construction activities would included outreach and coordination with the church. Access to the church and community center buildings would be maintained before and during construction, though the access may change somewhat from existing conditions for short periods. Visual, air quality, and noise impacts would be avoided and minimized with the implementation of best management practices. These would include fencing the construction area for public safety, spraying the construction area with water to reduce dust, and use of temporary noise walls. For additional information, see Sections 4.5.7, 4.6.7, and 4.7.7, respectively.

The discussion of potential long-term impacts associated with the refined Segment A alternatives has been incorporated into the the Final EIS. Section 4.5.2 describes visual and aesthetic impacts; Section 4.6.2 outlines impacts to air quality; and Section 4.7.2 presents anticipated noise and vibration impacts. Potential mitigation measures

for unavoidable impacts are listed in the following sections respectively:
Section 4.5.7, Section 4.6.7, and Section 4.7.7.

I-407-004

Thank you for your comment. Please see the complete response to
Comment I-407-001.

I-408-001

Thank you for your comment stating your preference for the C3 alternative.

From: Anne Cunha <acunha5112@gmail.com>
Sent: Saturday, September 21, 2013 9:57 AM
To: Lynnwood Link DEIS
Subject: Lynnwood Light Rail

Hello -

I have been a resident of Lynnwood for 20+ years and commute to Seattle for work using bus service from the Lynnwood Transit Center.

I-408-001 | Having reviewed the documents available online, I believe Segment C3 (at park-and-ride) provides the best alternative given the known potential impacts vs benefits.

Thank you for taking my input into consideration.

You are doing a great job of informing the public and inviting input.

Anne Cunha
6600 191st Street SW

From: Wendy DiPeso <wdipeso@gmail.com>
Sent: Sunday, September 22, 2013 10:31 AM
To: Lynnwood Link DEIS
Cc: John Behrens
Subject: DEIS Comment

Regarding the DEIS for the 185th Street station location:

I-409-001 The current DEIS suggests options for building one large or a couple small parking garages. One idea floated is to have one small garage on the West side of I-5 that would also serve as stadium parking for the Shoreline School District.

It is premature to offer suggestions for building parking garages without first doing a traffic study. Parking needs for the stadium are seasonal. There is some overflow parking on 185th and 5th Avenue during football season on Friday nights. The rest of the time the existing lot is largely empty.

Has the Shoreline School District been asked whether they intend to even keep the Stadium? They might like to get a big check from a developer instead.

Even with anticipated increase in traffic and demand for parking with the addition of a station, Sound Transit needs baseline knowledge of existing traffic patterns in the area before they can justify building a parking structure.

I do not have an opinion of whether a station should be built. I would like to see a traffic study before making any conclusions.

A second concern regarding parking:

I-409-002 Sound Transit has a limit as to how much money can be invested into the community to mitigate the impacts of the station. If a lot of funds are spent on a parking garage, those are funds that will not be available for sidewalks, cross walks and stop lights, which are items required for pedestrian and auto safety in order to make the new station acceptable to the community.

Sound Transit cannot assume that the City of Shoreline has the resources to provide these amenities. The City will instead expect developers to build sidewalks and stop lights as part of TOD. This strategy would result in piecemeal upgrades without the connectivity required for a safe and effective traffic plan.

For the sake of better decision making it is imperative that Sound Transit disclose to the community the consequences of each decision. What are the opportunity costs? For example, if X dollars are spent on parking structures, how many street lights and sidewalks would have to be eliminated from the plan?

I-409-001

Sound Transit has been coordinating with the Shoreline School District, which has expressed an interest in a shared facility. Section 3.2.4 of the Draft EIS documents the traffic analysis conducted at each of the potential station locations, including surrounding the NE 185th Street area. Morning (AM) and evening (PM) peak hour conditions today, and in the future with and without the stations were analyzed. More detailed documentation is included in the Transportation Technical Report that supports the Final EIS. Chapter 3 identifies the improvements and mitigation that could be implemented with the various alternatives, all of which assume parking as part of a multimodal access program.

I-409-002

Although Sound Transit has defined a project budget, it is also committed to mitigating adverse impacts identified in the Final EIS. The Preferred Alternative and other alternatives have defined bicycle and pedestrian improvements in the station area, and the project does not create safety hazards requiring mitigation.

I-409-002 | The tendency of the community is to envision grand plans without an understanding of the budget limits involved. Then, the City and/or other agencies are blamed when the citizens are disappointed with the end results. Better upfront disclosure of what is/is not feasible will help the community prioritize what it is they want to lobby for.

I was a member of the 185th street station committee from its inception but had to withdraw due to changing family responsibilities. Therefore, my concerns were not included in the letter that you received from them.

There are others in the community who have expressed similar concerns or do not want to see a parking structure built at all. Their voices are also not represented by the 185th Street Station organization. The committee has done a lot of outreach to residents to inform them of the station and that now is the time to weigh in on its design.

Thank you for considering my comments.

Wendy DiPeso
253-740-6569

From: Terry & Kathie Forsyth <cooper1@rockisland.com>
Sent: Saturday, September 21, 2013 4:46 AM
To: Lynnwood Link DEIS
Subject: DEIS Lynnwood I

Morning,

Instead of a long letter, the following are some final thoughts.

I-410-001

a. Glad to see all line on east side of I-5 until above Lake Forest Park station then down I-5 median.

I-410-002

b. Believing immediate access between parking structure, local buses and light rail is design's highest priority, Lake Forest Park station should also be on east side of I-5.

I-410-003

c. Lynnwood Park and Ride station. With future extension of light rail to surely to Paine Field's future commercial airport and Everett, distance equals time which makes the straight-line down I-5 favored. However, I prefer Option A because it eliminates the long walk between the far ends of the parking structure and the station--distant parking is much closer to trains but more so is safety for people walking to cars late at night. Surely the shorter the distance between cars and trains also reduces cost of security officers making Option C more expensive to operate.

I-410-004

d. All stations seem to have a maximum parking structure plan of 1900 cars. Are all stations designed for future expansion? My thoughts return to the Silver Spring, MD parking structure for the DC Metro station. Would be interesting to learn the vehicle capacity of that parking structure--it includes parking over a street. Related to this would be to learn how much they spend on security patrols at that station because the parking structure is separated from the station by the huge bus terminal and compare Sound Transit parking structure designs to projectable annual security costs to system budgeting.

Thanks,

Terry Forsyth
Friday Harbor, WA

I-410-001

Your interest in the median alignment is noted. We assume that you mean the Mountlake Terrace Station, and a preference for the station alternatives at the center, rather than the freeway station.

I-410-002

Thank you for the comment. The Preferred Alternative features a refined station design that places parking and the station close to the transit center, which reduces walk distances. Security costs at the system level would be generally similar for all alternatives, however.

I-410-003

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

I-410-004

Security will be a consideration as the design of the station and parking area are refined in the Final Design phase of the project.

From: Hill, Victoria R <v.hill@umiami.edu>
Sent: Friday, September 20, 2013 3:40 PM
To: Lynnwood Link DEIS
Cc: Lynnwood Link DEIS
Subject: My Grandfather's Hands: Latvian Church and Hall

Dear Whomever it may concern,

My grandmother and mother are both Latvian refugees who came to America when Latvia was invaded by the Soviet Union. I was born right before Latvia was freed from the Soviet Union. Even though my parents lived in Utah at the time, they brought me to Seattle where I was christened and baptized in the Seattle Latvian Church at age 4 months. This Latvian church and hall wasn't and isn't just a place for worship, it is the only place that we can share our Latvian heritage, have Latvian language school, and get to know each other. My grandfather, over 40 years ago, helped build this church with his very own hands and last year we held his funeral service at this very church which was attended by over 100 other Latvians. Every event that occurs in the Latvian community happens here: birthdays, funerals, christenings, celebrations, school shows etc. I am 22 years old and I want to be able to provide my future children Latvian heritage and show them a building and a center that their great-grandparents created and built. This building has housed mine and every other Latvian's most important events of our entire lives. Not only does it provide a shelter for the Seattle Latvians, but it allows a place for Latvians from around the world to come and visit. In fact, the President of Latvia, who recently met with President Obama, will be visiting the Seattle Latvian Church and Hall at 11:30 am September 22nd 2013. My grandparents specifically bought their house over 40 years ago because it is less than a block away from our Latvian Center. I have spent many Christmases and New Years walking from our house to our Latvian church. I can hardly bear the thought of not being able to do that anymore, especially since my grandfather just passed and it is a place of solace in my grandmother's life. I am telling you all this because if you choose to destroy The Latvian Center you will not just be tearing down a building, you will be throwing a whole community into debt and disarray. Losing the Latvian church would not only break our hearts, it will likely be a blow that the Latvian community will never be able to recover from. So I please ask you to realize the consequences of this action and know that a whole community filled with grandmothers, grandfathers, teenagers, babies, and parents will be permanently affected.

Sincerely,
Viktorija R. Hill

I-411-001

Thank you for describing the importance of the church and center to your family and the Latvian/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-411-001

From: anitaozol iles <anitaozol@outlook.com>
Sent: Saturday, September 21, 2013 11:48 AM
To: Lynnwood Link DEIS
Subject: Sound Transit Link Light Rail system impacting the Seattle Latvian Church and Center at 11710 3rd Ave N.E, Seattle, WA 98125

I-412-001 I am writing to voice concern over the proposed plans for the Lynnwood Link Extension of the Sound Transit Link Light Rail system as it pertains to the Latvian Church and Community Center.

I was born in Latvia in 1943 and in 1944 my family was forced to flee our home to escape the invading Soviet Army. We lived in a Displaced Persons camp in Germany until 1949 when we were sponsored by the Lutheran Church to relocate to Olympia, Washington. This is a story many Latvians of my generation have. My parents, along with fellow Latvians that emigrated to Washington, worked hard to build a new life in America after losing everything.

My parents eventually settled in Sumner, Washington and were active in building the foundation for both the Tacoma and Seattle Latvian Communities. My father even helped to build the Seattle Latvian Church and Community Center. As a community in exile, it was of the utmost importance to have a way to preserve our language and heritage and to guarantee that it would be passed on to future generations.

As my parents grew older, I would drive them up to Seattle regularly to enjoy cultural and religious events, such as weddings, confirmations, holiday parties, plays and programs. I can attest to the fact that the Church and Community Center is as actively used today, if not more so, than it was during my parents' generation. Their dream of preserving the Latvian heritage is seen nearly every day at the Latvian center, from Latvian school to folk dance and choir, and larger community activities. Please don't deny future generations a chance to celebrate their heritage.

The Latvian Community Center has allowed me to keep active in my older years and stay involved with our community. Living in Puyallup, it is one of the few opportunities I have to meet and socialize with old friends and speak in our native language. I enjoy attending all of the cultural programming the Center hosts, including folk dance performances, the Christmas Bazaar, Latvian school programs, the annual Rummage Sale, as well as significant celebrations marking important Latvian holidays. I have also gotten involved with volunteering at some of these events.

I am also a member of the Tacoma Latvian Lutheran Church, which has been on the verge of losing a meeting place for our church services. It is becoming likely that our congregation will have to

I-412-001

Thank you for describing the importance of the church and center to your family and the Latvian/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-412-001 | start commuting to Seattle for church services, as this is our only other viable option. A loss of the Seattle Latvian Church and Community Center would mean the end of our congregation.

For Latvians living all over the Puget Sound, the Seattle Community Center is essential. It is the only place we are all able to gather for community and social events. There is no other place for us to gather without the Seattle Latvian Community Center. A loss of this center, even temporarily, would be devastating. I urge the Sound Transit board to work with us to find a solution that does not result in the loss of Seattle Latvian Church and Community Center. Please help us to keep our heritage alive for future generations and to not let everything my parents' generation worked for to be in vain.

Thank you,

Anita Iles
8509 57th Ave E
Puyallup WA 98371

From: Sarmite L <sarmite21@yahoo.com>
Sent: Friday, September 20, 2013 11:11 PM
To: Lynnwood Link DEIS
Subject: Light Rail Extension

To whom it may concern,

All people of Baltic descent - Latvians, Lithuanians and Estonians living in this area are deeply interested in preserving the Latvian Community Center. All our everyday activities are connected with the Community Center. We had and have invested much effort in creating, building and preserving it.

I-413-001 | My request for Sound Transit is to keep the Center in its present location and ensure its operation in future.

Yours faithfully,
Sarmite Lunde
116 NW 55th Street
Seattle, WA 98107

I-413-001

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

From: Ints Luters <iluters@me.com>
Sent: Sunday, September 22, 2013 10:02 AM
To: Lynnwood Link DEIS
Subject: Draft eis comments

The proposed impacts to the Latvian Community Center and church are not acceptable. The Latvian community in Seattle has had to suffer being uprooted from their homeland, then again uprooted from their original community center for "the public good" by the city of Seattle and is now under threat from wsdot and sound transit to be uprooted yet again.

- I-414-001** The at grade alternative eliminates our access, reduces parking and condemns the caretakers residence while the elevated alternative transforms the entrance to our church and community center into an environment not unlike that under or adjacent to the elevated section of SR 99 through downtown. Neither of these are acceptable. The at grade alternative could be acceptable if through the adjacent condemned properties, the Latvian Community Center and church could be provided a new access, a new caretakers residence, parking, bike or transit support.
- I-414-002** The elevated alternative could only potentially be acceptable if the elevated rail section were routed further west, maybe between the I-5 though lanes and the northbound northgate way on ramp/NE 130th street off ramp merge lanes. That might put it far enough west to avoid impacts to the Latvian community center, church and other adjacent properties. Please consider this as a potential solution to minimize impacts to the Latvians and other residents along this section of the light rail extension.
- I-414-003** As the project moves forward, I expect that wsdot and sound transit will keep our community informed and seek our input on the design as the project moves ahead. Instead of simply asking us whether the visual and other environmental impacts are acceptable, why not engage and involve us in defining some of the aesthetic opportunities that might present themselves to reflect our culture and heritage within the actual design along this section of track. Form liner patterns are an example of something that could reflect our rich heritage to both riders of light rail and possible travelers along I-5.
- I-414-004** The proposed alternatives both have impacts that have the potential to fatally affect our Latvian community and the greater Baltic community of Seattle and the northwest. Our community has to struggle to maintain our cultural identity and to convey our heritage to our children. We expect that the public agencies who are responsible for the Lynnwood light rail extension will ensure that their project does not compromise our future and our children's futures.

Sincerely,
Ints Luters and the Luters family

I-414-001

Thank you for your concerns about the potential displacement of the Latvian Evangelical Church. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. The Preferred Alternative realigns the access road, which would also provide the opportunity to maintain adequate parking supply.

I-414-002

The potential for this approach was reviewed during early planning described in Chapter 2 of the Draft EIS. I-5 lacks the available median in this section of the freeway to accommodate light rail and construction impacts would be higher; relocating lanes would also be more impacting than the currently proposed alternatives. This is consistent with the review of potential alignments described in Chapter 2 and it reflects the results of the compatibility report developed in collaboration with WSDOT. The elevated alternatives require a similar amount of land on the west side of the church parcel, but they would not need to realign the road.

I-414-003

Sound Transit will continue to involve the church and the community as design for the project progresses.

I-414-004

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church.

From: Imants Virsnieks <imantsjv@gmail.com>
Sent: Saturday, September 21, 2013 6:01 AM
To: Lynnwood Link DEIS
Subject: Save the Latvian Church

I-415-001 Save the Latvian Lutheran church. The church has provided continuity for Latvian in culture. It is just as important now as it was during the Cold War. Perhaps even more so. Now that Latvia is free country once again the members of the church and their children can travel there and use their language and experience their culture. This is especially important for the children who went to Latvian school at the church. Now with the added incentive of visits to a free Latvia the children and grand children can in turn raise their children to be bilingual in English and Latvian. They are in a unique position to appreciate freedom, democracy and self-determination .

Imants Virsnieks
PO Box 7937
San Diego, Ca 92167

Imants

I-415-001

Thank you for describing the importance of the church and center to the Latvian/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.

From: Shane Hope <SHope@ci.mt.wa.us>
Sent: Monday, September 23, 2013 5:16 PM
To: Lynnwood Link DEIS
Subject: DEIS comment

I-416-001

Good info in the DEIS. For the B section of Lynnwood Link, I support Alternative B2 or B2A. It will support the most ridership and transit-oriented development. A station on the east side of the Transit Center at I-5 and 236th Street is a priority for maximizing the use of light rail and ridership opportunities in this area. This is consistent with Alternatives B1, B2 and B2A. Aligning the rail line so that a future station is possible at 220th and I-5 is also wise; this can happen under Alternative B2 or B2A. More ridership is possible with transit-oriented development near both stations than is currently acknowledged in the DEIS.

Shane Hope, AICP
Community & Economic Development Director
City of Mountlake Terrace
6100 219th St SW, Suite 200
Mountlake Terrace, WA 98043
425.744.6281
email: shope@ci.mt.wa.us
website: www.cityofmt.com

I-416-001

Thank you for your support of the B2 or B2A alternative. A station located on the east side of I-5 adjacent to the Mountlake Terrace Transit Center is the Preferred Alternative. Section 4.2 continues to show the transit center station as having higher TOD potential than the freeway station. The Final EIS evaluates a 220th Street SW Station as an option to the Preferred Alternative.

From: Daiva Dambrasukas <daivad@outlook.com>
Sent: Monday, September 23, 2013 10:04 PM
To: Lynnwood Link DEIS
Cc: Daiva Dambrasukas
Subject: Appeal to preserve Latvian Center in Sound Transit Expansion

Dear Sound Transit Decision Makers,

I-417-001

My name is Daiva Dambrasukas and I am a member of the Lithuanian-American Community of Seattle. I am writing today to ensure the continued lifeline of the Latvian Center which is under threat from the future Lynnwood rail link.

The Latvian Center has played an important part of preserving my own heritage and connecting me with others of my Baltic heritage (Lithuanians, Latvians and Estonians). Fourteen years ago I moved to Seattle from Chicago for a career opportunity. When I moved here, I knew all of one person in Seattle. Aside from this one friend, I did not know anyone of Lithuanian or Baltic heritage. A few weeks after my move to Seattle, I attended the Lithuanian Independence Day celebration at the Latvian Hall. It was at this event in the first few weeks of moving to Seattle where I met new lifetime friends who shared my heritage. Since that fateful day of attending the event at the Latvian Hall, I have worked with the Baltic Community at this site to host the St. Martin's Eve fundraising event for the Baltic Studies Program at the University of Washington as well as attend other Baltic Community Events.

Additionally, I write to express the unwavering need that the Latvian Center continue to be open during construction. Without the facility, these communities lack a space to meet for events that are hosted here: the Saturday school, the independence day celebrations of these three small nations, the St. Martin's fundraising event, church services, folk dancing and folk singing practices for the respective groups...the list continues on. Coupled with keeping the Center open also means that activity to mitigate the impact of construction; we will need access and parking and that power, lighting remain intact.

The Latvian Center in Seattle is unique and special in so many ways. I know of no other Baltic center in the United States that consistently supports all three Baltic communities. Seattle is a special place that has welcomed all three nationalities and enabled them to flourish under one roof, in one location. Any relocation or threat to the Latvian Center means a threat to all three cultures, all three communities and diminished access to a center of cultural importance.

Regards,
Daiva Dambrasukas
Seattle, WA
206-484-8172

I-417-001

Thanks for describing the importance of the church and center to the Latvian/Baltic communities. 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. Access to the church and community center will be maintained during project construction.

From: Nancy Andvik <andvik@wavecable.com>
Sent: Monday, September 23, 2013 10:12 PM
To: Lynnwood Link DEIS
Subject: Latvian Center
Importance: High

I-418-001

Dear Sound Transit,

The Latvian Center has been an important part of my life for over 20 years. Because of the Center and the communities it is home to (The Lithuanian, Latvian, and Estonian communities) the University of Washington has a Baltic Studies Program with a teaching staff. It is through activities at the center for over 20 years that this program has come into existence and receives continued support.

The Center provides on-going educational opportunities for university students, families, community members, and the public. Without the Latvian Center, these opportunities to gather in one consistent location would not be possible. The Center is a church and provides a wide variety of services.

My life-connection to friends both at the Latvian Center and in the Baltic countries is a direct result of the activities at the Center.

I urge you to keep the center open during construction phases, preserving parking access and the continuation of the Center as a facility after the construction is complete.

Sincerely,

Nanci Andvik

Lithuanian and Estonian Community Member

Seattle, WA 98125

andvik@wavecable.com

I-418-001

Thank you for describing the importance of the church and center to the Latvian/Baltic communities. 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. Access to the church and church hall will also be maintained during construction.

From: Daiva Dambraskas <toothwart2@hotmail.com>
Sent: Monday, September 23, 2013 10:22 PM
To: Lynnwood Link DEIS
Subject: Please respect and preserve the Latvian Center of Seattle

Hello,

I-419-001 I am writing this email to express the importance of respecting and preserving the Latvian Center of Seattle during the upcoming Sound Transit rail link construction to Lynnwood.

Though I am not Latvian, I am Lithuanian and I know what it means to have your place of worship and cultural heritage threatened and, ultimately, extinguished by outside forces. I am not speaking of the experience of my parents who fled their native country to escape Soviet rule, but rather the struggle and ultimate closure of my own Lithuanian parish and school in Gary, Indiana. Since the closure of my parish and the school where I learned to read and write in my parent's native language, the Lithuanian community there has lacked a place to meet and experienced a slow and painful dissolution.

Having personally experienced the loss of my own cultural center, I fear that the outcome to the Latvian Center will also be one of dissolution. Creating and allowing easy access to the Center during construction will enable all of the users a place to meet and continue their social, religious and cultural events. Don't do to the Latvian Center as other outside forces have done in other places in the US and caused the dissolution of a community and heritage in the name of progress. This truly is a Baltic center with all three heritages utilizing the facility.

If the Latvian Center should close or be moved, the displacement will be to all three heritages and communities and to a center that is one of a kind not just in the Pacific Northwest, but in the United States.

Regards,
Daiva Dambraskas

I-419-001

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

From: jdubman@gmail.com on behalf of Jonathan Dubman <jon@dubman.com>
Sent: Monday, September 23, 2013 10:26 PM
To: Lynnwood Link DEIS
Subject: In favor of B2A for Segment B

I-420-001 For Segment B which includes Mountlake Terrace, I'm writing to support alternative B2A, which serves both the Mountlake Terrace Transit Center and the "optional" station at 220th Street SW.

The Mountlake Terrace Transit Center is a significantly better station location than the Mountlake Terrace Freeway Station (alternative B4), due to its proximity to the business district of Mountlake Terrace, designated a Town Center in the city's official comprehensive plan.

The importance of the freeway station location will diminish over time as Link is extended to the north. The Mountlake Terrace town center, in contrast, will become increasingly important over time to this growing community that has been especially proactive in imagining a better future for its downtown. As it stands there is a bit of a walk between the transit center and the true town center; the location in the freeway median is too indirect for a significant population, especially the less abled, to consider "walking distance" from the town center, thus severely diminishing the synergies that town center will hopefully feel with the region at large once this Link connection is constructed.

Meanwhile, it would not make sense to omit a station at 220th St.SW, This area already has strong employment density and has the potential for significant residential and employment growth over time. This location is one of the points where I-5 and SR 99 are closest. Without a station at 220th St., a very long stretch would be underserved by Link, and a station there will yield many long-term benefits.

thank you,
Jonathan Dubman
2014 E Calhoun St.
Seattle, WA

I-420-001

Thank you for your comment stating your preference for the B2A alternative with the Mountlake Terrace Transit Station and 220th Street SW optional station. The Preferred Alternative is based on Alternative B2, but has an option for a 220th Street SW Station.

From: Paul & Geni <paulfao@earthlink.net>
Sent: Monday, September 23, 2013 10:30 PM
To: Lynnwood Link DEIS
Subject: Impact on Latvian Center with Light Rail

I-421-001 I am a long time member of the Seattle Lithuanian Community. We have had many opportunities to use the Latvian Center over the years. We have been able to participate in weddings, funerals, fund raisers, cultural events, Lithuanian events, Latvian events, events including all three Baltic countries, and fundraisers for the programs at the University of Washington. The Latvian center is a special facility for us since it houses a chapel, a main hall with a stage and kitchen, and classrooms downstairs. My request is that during the construction of the rail line, that the center be allowed to stay open for us to use for our regularly scheduled events. It seems that an at-grade line would make the least amount of impact on the center. If we were to lose the use of the center, I don't know where we could go that would replicate what we have with the main hall, stage, kitchen, etc. I worry that the relocation of the center would be next to impossible for all of us who use it. The Latvian center was built at a time when economically, it was easier, and there were donation monies and labor that would not be available in this current day.

The Latvian Center is the focal point for all of the three Baltic Communities that use it. I hope that Sound Transit will do all in its power to see that the center stays open in the future and functions as it does today.

Geni Orrico

I-421-001

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

From: Didzis Beitlers <didzis3d@gmail.com>
Sent: Monday, September 23, 2013 10:42 PM
To: Lynnwood Link DEIS
Subject: About the Latvian Hall.

To whom it may concern:

I-422-001 | Please do your best to find a solution that works for both the rail line and to keep the Latvian hall operable. There won't be another one like this one put up in its place. The Latvians who came here during WW2, built it with their bare hands. If the hall is lost, so is a little part of Seattle's soul!

Sincerely,

Didzis Beitlers

I-422-001

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

From: g.rauda@comcast.net
Sent: Monday, September 23, 2013 10:49 PM
To: Lynnwood Link DEIS
Cc: melissarauda@comcast.net
Subject: Light Rail

I-423-001

To whom it my concern,

I am a member of the Latvian Center next to I-5 that will be impacted by the extension of the Light Rail to Lynwood. I support Light Rail, but would it be possiblevery much appreciated if you could come up with a plan that would not disrupt or eliminate the Latvian Center. I personally went to Latvian School in this building until the 10th grade. I was confirmed at the Latvian Church in 1980. I danced in the Latvian fold dancing group from 1988 - 1993. My son goes to the Latvian school for the past 3 years and will be going for the next 6years hopefully. I have a 22 month old who will start going to the preschool starting next year. My mom had here 80th birthday party at the Center. My grand parents and my fathers Memorial service was held at the Latvian Church/center. Beyond a personal story, Seattle is enriched culturally by the presence of the Latvian community. There are only 2 million people in the entire world that speak the Latvian language. It is considered possibly the oldest spoken language in Europe. The other 2 ancient ethinc groups from Europe are the Lithuanians and Estonians. They also use the Latvian center for their community events. Seattle has bragging rights. The only University in the world that teaches Latvian, Lithuanian and Estonian is the University of Washington. That would not have been possible without a strong Baltic community. Please work on a solution that will not disrupt the Latian Center. Thank You
Gunars Rauda
5829 5th NW
Seattle WA 98107
206-781-7206

I-423-001

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

From: Steve Beland <stevefay2001@yahoo.com>
Sent: Monday, September 23, 2013 11:44 PM
To: Lynnwood Link DEIS
Subject: Draft EIS Comments

Sound Transit:

I-424-001 Thank you for the opportunity to comment on your Draft EIS. I am enthusiastic about the light rail extension and would like for it to proceed once the implantation details are vetted with the community. Regarding the particular light rail route, I would like a stop in Shoreline near NE 175th or NE 185th Streets.

I-424-002 However, an existing transit operational deficiency in the area along this route needs to be considered in this EIS. With this route crossing county borders, particularly with each county served by their own bus transit systems, I am concerned that the overall transit plan overlooks the potential benefits of merging the 2 county's separate bus transit systems into a single entity. From the perspective of a reverse-commuter and one who works at a facility with the world's largest building and a huge commuting workforce, the regional transit is woefully inadequate today, and the alternatives in the draft EIS do not appear to address this shortfall or its role in the future. I live in Lake Forest Park and work at Paine Field in Everett. This deficiency should be addressed as an alternative in the EIS for a more technically complete comparison, and beyond just a what-if study, it could provide seamless bus service to greatly serve the community and reduce traffic growth with minimal incremental cost.

Such a single regional bus transit agency would realize efficiencies, provide missing cross-boundary transit services, and allow reallocation of existing labor and equipment resources. Specifically, this merger would include the Transit portion of Metro, Snohomish County's Community Transit, and perhaps Pierce County's Pierce Transit all under Sound Transit. Some cities have small transit services (e.g. Everett Transit) that may or may not join this merger but may readjust their routes to complement a re-organized regional transit authority.

This proposal comes from seeing nearly an estimated hundred or so empty dead-heading Community Transit (CT) or Sound Transit (ST) buses per week along my commute between Lake Forest Park and Everett, with the frustration that they are taking a route very close to my commute and I can't ride them! These are not just small buses, but the newer double-length or double-decker buses. Metro provides service toward Seattle and a milk-run towards Bellevue, but no service along the heavily traveled I-5 corridor, and certainly nothing worthwhile into Snohomish County. The CT and ST buses deadhead northbound in the morning out of Seattle and the Eastside to their two parking bases within a short walk of the Boeing plant with thousands of workers who commute from King County in their cars working in one concentrated location with virtually no transit service because of the jurisdictional boundary of the county line. In the afternoon, this process reverses with many buses deadheading south into King County. One of the subject CT bus facilities is at Kasch Park a couple blocks south of the main factory and the other is east of the engineering office buildings and buses pass through the main intersection that is closer to the building than most people can park their cars.

CT's goal is understandably to get Snohomish County residents into King County in the morning and back in the afternoon so stopping for other riders (like me) who live and pay taxes in King County is not in their direct interest and would slow down their buses' return to fetch more of their residents. Meanwhile, those of us within a couple miles of the county line in north King County live in a no-man's-land of bus practical service. Sure, Metro offers a small number of "custom buses" early to support a small number of factory workers but these are expensive because they go out of King County, run infrequently and are too early for many workers thus are not a viable commute approach for anyone needing the slightest flexibility in their work schedule. This leaves people in my situation not getting served despite paying taxes to support both Metro and Sound Transit.

In my daily commute of about 25 minutes each way, I'd estimate that I see nearly a hundred empty dead-heading buses each week (about 10 each way, 5 days per week = $10 \times 2 \times 5 = 100$) so I'd estimate there are a more such dead-heading buses if I were to extrapolate my 25 minute commute samples out over the whole peak commute times. Although some ST buses occasionally have passengers, they are operated by CT with overlapping objectives thus not realizing their full potential as a regional transit solution.

I-424-001

Thank you for your comment stating your overall support for the Lynnwood Link Extension project and a preference for a light rail station at NE 185th Street. No transit station is being proposed at NE 175th Street. Please see Section 2.5.1 for a description of the alternatives and especially look at Table 2-1a. A station at NE 175th Street was previously considered, as described in Table 2-3.

I-424-002

Thank you for your perspective on regional transit service. The merging of transit agencies is not within the scope of this study; however, Sound Transit will work with King County Metro and Community Transit to develop/refine transit integration and detail service plans as this project progresses.

I-424-002 Merging these agencies would remove the jurisdictional boundaries along the county lines, which today are nothing more than arbitrary lines as far as commuters are concerned in our regional economy. All of these empty bus trips each week could be re-allocated to meet our growing transit needs and alleviate freeway traffic. Many more commute trips could be accommodated with no additional operating expenses for drivers or maintenance, and no new capital expense for buses. In much the same way that airlines or other companies merge to achieve efficiencies, such a merger of these constrained county agencies into a single agency is overdue.

For my commute, I would like to simply board a frequently-running bus at the new mid-freeway Mountlake Terrace Transit Center at SE 236th Street (which sadly is not used as it could be) and take it all the way to either Kasch Park or the intersection near the engineering buildings (but hopefully not nearly as many of these buses would be dead-heading any longer). I could reverse this process in the afternoon and even ride my bike between the transit center and home when the weather is cooperative.

Sincerely,

Steve Beland
1847 NE 180th Place
Lake Forest Park, WA 98155
email: stevefay2001@yahoo.com

From: Meghan MacKrell <gertruderocks@gmail.com>
Sent: Monday, September 23, 2013 11:54 PM
To: Lynnwood Link DEIS
Subject: DEIS comments in support of a 130th street station

I-425-001

To Whom It May Concern,

I am writing to support a light rail station at 130th Street in Seattle as part of Lynnwood Link, with or without a station at 145th Street. These are the only options under consideration that allow for frequent and direct bus connections to the Bitter Lake Hub Urban Village and the Lake City Hub Urban Village in Seattle. These hub urban villages are an integral part of Seattle's Comprehensive Plan, which itself is integral to the implementation of Washington State's Growth Management Act, an act which also guides Sound Transit.

These urban areas are well established and fast-growing multi-use urban areas. They are served today by bus lines along their principal arterials (SR 99 and Lake City Way), including Sound Transit's own Express route 522, but these buses do not connect with Link, and these intensifying commercial and residential mixed-use neighborhoods lack good transit connectivity to the rest of the destinations on the Link system.

Neither 130th nor 145th has excellent transit-oriented development opportunities due to the effects on the watershed of I-5, major arterial streets and nearby parks, which is all the more reason why bus connections are so critical at this location. Even if Seattle and/or Shoreline are willing to intensify development around 145th Street, that location is too far north to directly connect the centers of these two northerly urban hubs with connecting bus service without adding travel time and permanently boosting operational expenses. Traffic related to I-5 would impede reliability of east-west bus connections at 145th Street.

An added benefit of a bus line connecting Bitter Lake and Lake City to Link via the 130th Street Link station is the improved direct bus connection that will be created between these two urban hubs, a connection that is lacking today. A crosstown route in this area would create transit synergies via the network effect, given existing and planned transit investments along SR 99 and Lake City Way.

There may be reasons to site a station in the vicinity of 145th Street, but if there is insufficient will or funding to create a station at both 130th and 145th Streets, 130th should take priority due to its proximity and better transit connection opportunities to the largest urban hubs in the northern section of the City of Seattle.

Thank You,
Meghan MacKrell
6387 NE Radford Drive
Apt. #4124
Seattle, WA 98115

I-425-001

Your support for a 130th Street Station is noted. However, Sound Transit anticipates the Northgate and the NE 145th Street Stations would also be accessible to transit connecting to Bitter Lake, and Lake City hub urban villages, based on initial planning for transit integration between Sound Transit and King County Metro. The 130th Street Station is included as an option being considered in the Final EIS for the Preferred Alternative.

From: Armand J. MacMurray <armandjohn@earthlink.net>
Sent: Tuesday, September 24, 2013 12:09 AM
To: Lynnwood Link DEIS
Subject: comments on Lynnwood Link Extension Draft Environmental Impact Statement

My comments relate to the impact of the Link extension on the Latvian Lutheran Church, school, and community center complex at 11710 3rd Ave Ne Seattle, WA 98125 (abutting the east side of I-5 between NE 117th and NE 120th St.

- I-426-001** The proposed Link extension route passes through the west side of this property, removing the access road and requiring demolition of the caretaker's house. However, I strongly urge that the *entire* property NOT be taken for Link use. The church and community center are a reflection of the diversity of the Puget Sound area population, and serve important community enrichment and civil society functions *in situ* in the Northgate area. It would be difficult to recreate these social benefits at reasonable cost elsewhere, in part due to the relatively large size of the parcel and functions performed there, and in part due to the central and accessible current location.
- I-426-002** In order to preserve the important and valuable civil society functions of the Latvian church/community center complex, I urge that Sound Transit make the following mitigations regarding the property:
- I-426-003** 1) Build one of the elevated options of Link north of 117th St (i.e. A3, A7 or A11).
- I-426-004** 2) Mitigate the train noise from the elevated section with a sound wall shielding the property to the east from train noise; make additional mitigations to the tracks, train speeds, etc, as necessary to further reduce noise.
- I-426-005** 3) Provide an alternate access driveway to the complex, either from adjacent properties to the southeast or northeast.
- 4) Compensate the center for taking the caretaker's house by building or paying for a new caretaker's house on or adjacent to the property.

Thank you for your consideration,
Armand MacMurray
1753 NW 57th St, #304
Seattle, WA 98107
armandjohn@earthlink.net

I-426-001

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. A portion of land on the edge of the church property would still be acquired for the Preferred Alternative and other at-grade alternatives and the caretaker's house would need to be relocated.

I-426-002

While elevated options remain under consideration, the Preferred Alternative is at-grade, but avoids displacing the church.

I-426-003

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

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

I-426-004

The Preferred Alternative redesigns the access street to the south.

I-426-005

Please see the response to comment I-426-001. Sound Transit would provide for the relocation of the caretaker's residence. As noted in

Section 4.1, any acquisition of property would involve compensation to the property owner in accordance with the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970; the Washington State property acquisition policies and procedures in Chapter 8.26 Revised Code of Washington (RCW); and Sound Transit's adopted Real Property Acquisition and Relocation Policy, Procedures, and Guidelines.

From: Gleb S <tallgleb@hotmail.com>
Sent: Monday, September 23, 2013 9:54 PM
To: Lynnwood Link DEIS
Subject: Please consider the following when choosing C1/C2/C3

Please consider the following when making a decision regarding the Lynnwood Light Rail C1/C2/C3 route alternatives.

I-427-001 It is well-known that the C1 alternative would (negatively) affect residential neighborhoods, along with the people who live in them. It is very difficult to put a price on the hardship caused by moving from a place you love, a place you call home - a place you chose to live because of its tranquility, beauty, and the quiet and serene setting. It is also fair to say this would be the case for many. Therefore it would not make any sense to assume that *some would purposely look forward* to the unneeded and unnecessary intrusion of the Light Rail Link to snake through our neighborhood, and displace many residents if the C1 alternative is chosen. Yet this is precisely the case!

The C1 alternative, if chosen - will seek to acquire the Cedar Creek condominium complex to make way for the Light Rail Link. This is a privately-owned complex, one that many of us call home, and one that would be acquired in its entirety. It would be logical to think that all the people who live in the Cedar Creek condominium complex would be firmly against the C1 alternative from being chosen. Yet a very small number of residents, ones who reside here, and call this place home - are for the C1 alternative. Why do you ask?

We all know that in 2008, our economy suffered a tremendous negative growth. It was at this precise time that some of these people bought units in the Cedar Creek condominium complex. Naturally, prices paid were much higher than the actual value of the units, and after a few years, these units were labeled as "under water" (price paid is less than what it is worth now.) When Sound Transit released the C1 alternative as one of the possibilities - these people saw the C1 alternative as a way out of their poor financial choice. I find the fact that these people would choose the C1 alternative only because Sound Transit would offer to purchase their units utterly unethical, extremely selfish, and simply inhumane.

I-427-002 The vast majority of our community is against the C1/C2 alternatives since they so negatively affect us, our beautiful and beloved Scriber Creek Park, and the overall tranquility of our serene neighborhood. The vast majority of our community therefore wishes for the C3 alternative to be chosen by Sound Transit Board. We have more than 1800 signatures to show this to be the case. It is therefore only

I-427-001

Thank you for your comment stating your opposition to Alternative C1 due to displacement. Please see Section 4.1 for details on mitigation.

The Preferred Alternative evaluated in the Final EIS is a modified version of Alternative C3, which would avoid displacing residents at the Cedar Creek condominiums. However, if Alternative C1 is selected to be built, Sound Transit will compensate property owners affected by the project; see Section 4.1 of the Final EIS for property acquisition mitigation.

I-427-002

Thank you for your comment stating your opposition to the C1 and C2 alternatives due to the adverse effects on Scriber Creek Park, displacement of adjacent residents, and intrusion into the heart of the neighborhood.

I-427-002 | natural for me to ask you not to consider the comments of these people for any financial gain reasons they may forecast. If there are any valid reasons they have for the C1 alternative, consider them instead.

Sincerely,

Gleb Shein
tallgleb@hotmail.com
253-951-1812

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: GUNDEGA ABOLTINA
ADDRESS: 1145 B N 91st St
CITY: Seattle STATE: WA ZIP CODE: 98103
EMAIL ADDRESS: abolina@aol.com

☒ Please sign me up for project email updates

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

Comments

It is really painful that with Lynnwood Link Extension just a straight line is made without regard to destroying the Community Center and the church for all the Baltic countries (Latvia, Lithuania and Estonia). They already have a painful road in history - so, the center served as a connection to their countries, culture and kids were able to learn the language and rich history and culture.



I-428-001

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

I-428-001

From: karen andersen <andkin4@yahoo.com>
Sent: Monday, September 23, 2013 2:47 PM
To: Lynnwood Link DEIS
Subject: Fw: Lynnwood Link

To Whom it May Concern,
I am a resident of South Lynnwood one block west of the proposed Lynnwood Link route for C1 and C2. I am opposed to these proposed routes for the following reasons;

I-429-001 C1: - C1 is the most invasive and disruptive route of the three. It would take out far too many homes, displacing many Lynnwood residents. This route would completely change the dynamic of quiet neighborhoods, and potentially ruin an F4 designated wetlands.

I-429-002 C2- - C2 is even more harmful to the valued wetlands and park. This plan would destroy the wetlands and endangered wildlife. The park would never return to it's current pristine condition.

I-429-003 It would also bring the train through quiet neighborhoods needlessly and take out a large engineering complex which employs over 100 employees.

I-429-004 C3- Is definitely the least damaging route for the local residents and the wildlife of the wetlands not to mention keeping the spirit of Lynnwood conservation alive. You see we are more than just a mall and a freeway exit. We are a thriving harmonious group of diverse neighborhoods, small businesses, ethnic restaurants and civic minded people.

I urge you to select option C3 as the route for the Lynnwood Link.
Thank you.

Devv Anderson
5308 202nd Pl SW
Lynnwood, WA 98036
206-261-4605

I-429-001

Your opposition to Alternatives C1 and C2 is noted.

I-429-002

In Segment C, Alternative C3 and the Preferred Alternative would have the least impact on the Scriber Creek wetland complex. 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-429-003

Comment noted. Section 4.4 of the Final EIS evaluates the project's potential impacts on neighborhoods. Section 4.1 discusses potential displacements.

I-429-004

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

From: cinesea@comcast.net
Sent: Monday, September 23, 2013 1:48 PM
To: Lynnwood Link DEIS
Cc: chadr@komotv.com; cinesea@comcast.net
Subject: 145th/155th station

I-430-001 After talking with a few neighbors, we submit that a light rail station at 145th would be better than one at 155th Street. But, we do NOT want a parking garage built at either site as it would be extremely disruptive to the flow of traffic throughout our neighborhood. We believe that Sound Transit should NOT be building parking garages--they should be focusing on public transportation, NOT private automobiles. Instead of spending millions of dollars to buy land, force people out of their homes and build a massive concrete structure, that money would be better spent improving and expanding bus services to the light rail station. If someone feels they need to drive to a light rail station, then they can freely drive to Mountlake Terrace or Northgate and catch the light rail there.

I-430-002 Whatever station is built, we also feel it is important to design it in such a way that there are easy and quick connections to bus routes. Having to walk too far in the wind and rain to transfer would make many people not want to take the time for public transportation.

I-430-003 Again, we stress that we do NOT want a parking garage in the Ridgecrest neighborhood and will actively campaign against it as well as any city council member who advocates for it.

Thank you.

Your Ridgecrest Neighbors

I-430-001

Your preference for a 145th Street Station is noted. The proposed station with a parking facility addresses a need for good multi-modal access serving the needs of the region as well as local communities.

I-430-002

The station includes areas for efficient connections to transit routes feeding the station. Multimodal connections to stations will be refined in coordination with partner transit agencies and local jurisdictions in the Final Design phase of the project. Appendix F of the Final EIS contains the conceptual plans for the project.

I-430-003

Your opposition to a parking garage is noted.

From: Dennis Barrett <dennisbarrett@q.com>
Sent: Monday, September 23, 2013 12:44 PM
To: Lynnwood Link DEIS
Subject: Proposal of NE 145th Station

Planners,

I-431-001 Any combination of sites that would include 145th, is a waste for Sound Transit. A station there would fail from the start and then negatively impact other stations and ST in general. This I5 on/off corridor is already an over worked location and adding ST, Metro and mass parking will not change that location as the #1 choice for most north east (Lake Forest Park, Kenmore, Bothell, N. Kirkland) commuters that want to drive south on I5.

Please contact WADOT for their input concerning this site.

Thank you.

Dennis Barrett
206 364 1188

I-431-001

Thank you for your comment stating your opposition to a light rail transit station at NE 145th Avenue. Traffic analysis was conducted for the operations of local streets for multiple modes of transportation. Section 3.2 of the Final EIS evaluates potential adverse effects the light rail transit station would have on highway access, local street capacity and level of service, and pedestrian and bicycle facilities. Where negative impacts would affect any of these modes of transportation, mitigation measures have been proposed in Section 3.6 to ensure there would be no deterioration in operations compared to future No Build conditions.

From: Ryan Basile <ryanbasile@gmail.com>
Sent: Sunday, September 22, 2013 6:51 PM
To: Lynnwood Link DEIS
Subject: Sound Transit DEIS / Comments c/o Lauren Swift

Dear Sound Transit Board members,

I-432-001 Hello. I am very excited for the light rail system and the ability to walk to a light rail station from my house. I do have legitimate concerns over the Shoreline City Council's recommendation for the light rail station and parking structure to be placed at 145th St. (SR-523) and I-5. The Shoreline City Council is not discussing the reality of the conditions of traffic on 145th Street, or the 130th/155th St. options with WSDOT, Sound Transit, or the community.

The intersection where it would be placed (145th St. NE and I-5) is already a highly congested area. According to WSDOT, the intersection and the stretch of NE 145th St. surrounding it is already, in their words, over-capacity. Adding another destination focal point can only cause more congestion.

There are a couple of contributing factors to this, including, but not limited to:

- * It is the only complete set of I-5 on and off-ramps between Northgate and 175th St. NE.
- * There is minimal queuing area for the cars to enter the I-5 on-ramps. Which creates backups on 145th St. east and west of the intersection and in-between on the overpass bridge. This, in turn, creates backups on the I-5 off-ramps.
- * It is a main arterial to I-5, that receives the bulk auto traffic not only from Shoreline neighborhoods, but also from Haller Lake, Greenwood, Aurora, Lake City, Bothell, Woodinville, Pinehurst, Lake Forest Park, Kenmore, and east-side traffic.
- * According to WSDOT, traffic increased 11-15% on NE 145th St./SR-523 after the 520 bridge was tolled and people started using it as the connector around the north-side of the lake to I-5.

Currently, 145th St. east and west of the I-5 intersection during morning and evening rush-hour has two-lane 1/4 to 1/2 mile backups of cars waiting to go northbound and southbound onto I-5. One of the major problems is there is no good way to mitigate the issues of a light rail station on 145th. Some of the ideas floated are:

- * Add complete sets of off and on-ramps at 130th and 155th St, to reduce the influx of vehicles that use 145th St solely for the purpose of I-5 access. (which WSDOT says it will not do)
- * Acquire hundreds of folks properties to widen the 145th arterial, in some instances this would place a state highway within feet of Seattle and Shoreline folks' front doors, or directly in the path of current homes. There is also current infrastructure and or protected spaces in the immediate vicinity, such as a pumping station, Thornton Creek, and the Jackson Park Golf Course.
- * Add direct on and off-ramps to the station and parking structures from I-5.

I-432-002 When I asked the Shoreline City Council how they plan to address this, or if they have worked with WSDOT to address these concerns, I receive blank stares and replies along the lines of "WSDOT will mitigate any issues". When I asked WSDOT if they had an official position, they said they had not released one but would be more than happy to talk to Sound Transit about the facts. I encourage you to speak to the WSDOT planners and employees who control this area.

I-432-003 I have been to multiple Ridgecrest community meetings, and to the majority of the folks in the effected neighborhoods it makes much more sense to have the proposed two stations at 130th St. and 155th St. Some contributing factors supporting this are:

- * The already over-capacity and congested NE 145th St. arterial.

1

I-432-001

The Draft EIS included the results of the traffic analysis conducted for the operations of local streets for multiple modes of transportation, including at NE 145th Street, along 5th Avenue NE, and the on and off ramps and adjacent sections of I-5. Several of the alternatives, including the Preferred Alternative, revise the on-ramp and include features to help move traffic through the area and address queues. This includes turn lane additions, intersection modifications, and new signalized intersections. Section 3.2 of the Final EIS defines the potential adverse effects the light rail transit station alternatives would have on highway access, local street capacity and level of service, and pedestrian and bicycle facilities. Where negative impacts would affect any of these modes of transportation, mitigation measures have been proposed in Section 3.6 to maintain operations at least as good as No Build operations. The analysis does not reveal that the project would notably alter operations on I-5 or increase the volume of vehicles using the I-5 on or off ramps, in part because the interchanges in this area are limited, and because a potential transit patron trying to access light rail via I-5 would have other light rail stations closer to where they would start or end their trip.

I-432-002

Sound Transit and FTA have been working with WSDOT, Shoreline, and area agencies since the start of early scoping for the project alternatives analysis in 2010. WSDOT is a cooperating agency for the Lynnwood Link Extension project and has been extensively involved. As a cooperating agency, WSDOT has jurisdiction by law or special expertise with respect to transportation related impacts involving the interstate.

I-432-003

Thank you for your comment providing a detailed list of reasons for your preference for new light rail transit stations at NE 130th and NE 155th Streets and your opposition to a light rail transit station at NE 145th

I-432-003

- * 130th is an arterial from Greenwood/99 to Lake City, but currently does not have the congested traffic that 145th St. does.
- * 155th is an arterial from Greenwood (via turning into Westminster Way, which turns into Greenwood), Aurora/99, to 15th Ave. NE
- * The more stations a mass-transit system has, the more people will have access to it, and more people will use it. The two stations, 130th and 155th St. would serve a greater amount of citizens and provide access to more light-rail riders.
- * Two stations will split the traffic, and if applicable, the parking between two stations.
- * It will allow people to access the stations from 130th(125th&Roosevelt&130th), 145th, and 155th (All of which are East/West arterials).
- * 155th St. and 130th St. both have designated bike lines. 145th Street does not have a bike line, and is not safe for bicycle traffic.
- * 155th St. and 130th St. both have newer accessible sidewalks. The 145th St. and I-5 intersection is not very walkable, nor accessible. The sidewalks, where they exist, are not accessible.
- * It creates easy light-rail access not only for the Ridgecrest and Parkwood neighborhoods, but also for Lake City, Pinehurst, Bitter Lake, Haller Lake, Olympic Hills, and Broadview.
- * This will free up the East/West arterials for the crosstown bus routes to feed the stations.
- * Less, if any at all property and homes would need to be acquired. The property around the proposed 130th St. and 155th St. stations are owned by the municipalities.

If you can, please visit and observe the congested NE 145th St. and I-5 intersection during morning or even rush hour. You will see how wanting to place a light rail station at 145th St. is very troubling.

Thank you for your time.

Ryan Basile
921 NE 146th Street
Shoreline, WA 98155

Street. Please see Section 3.2 in the Final EIS for updated discussions of both long-term adverse transportation effects compared to the No Build Alternative and the updated list of potential mitigation measures in Section 3.6. Please note that the Preferred Alternative includes localized bicycle and pedestrian improvements, and safety and operational improvements.

From: Martin Berzin <mberzin@gmail.com>
Sent: Sunday, September 22, 2013 8:31 PM
To: Lynnwood Link DEIS
Subject: Save the Seattle Latvian Lutheran Church

To whom it may concern:

I-433-001

I am writing to you to in hope that the Seattle Latvian Lutheran Church and Latvian Center can continue to operate normally during and after the Lynnwood Link Light Rail construction.

I was born and raised in the Seattle area and grew up a part of the Seattle Latvian community. Due to my career and studies, I moved out of state and overseas for about 14 years and one of the primary reasons I chose to return to Seattle was due to its strong Latvian community. Both of my parents immigrated to the US after WWII and eventually settled in Seattle. My life revolved and continues to revolve around the Latvian center and church: I attended and graduated from our local Latvian school, attended Latvian church for as long as I can remember, danced for many years with the Seattle Latvian folkdance group Trejdeksnitis and even ended up marrying a Latvian from Latvia, who now lives with me in the Seattle area, along with our two young children, who both speak Latvian and attend Latvian school each week. I am part of the Latvian church's board and an active church member. The Latvian church and Center is a place of worship, learning and also a place to meet old and new friends.

I'm very concerned if the Center and church were to relocate as it could really impact my family's ability to participate in the Latvian community, especially if our commute increased significantly or if the new facility was not at least equivalent in size and quality as our current facility. Moving could eventually lead to the collapse of our Latvian community if other members aren't able to regularly participate in the church and Center's activities.

Our Latvian church and Center has already been forced to relocate once before and it seems hardly fair to ask us to relocate again, especially given the number of people who have chosen to live in the current location's vicinity and the extent the Center revolves around our lives. It has always bothered me that my parents could not christen me in our own Latvian church as I was born shortly before the current Latvian church was built and after the previous Latvian church was razed to make way for a park. My children were christened in our current Latvian church and I hope that when they have kids, they can elect to christen and raise their kids in our church as well.

I-433-002

As my family's life revolves around the Latvian church and Center, I feel strongly that we need to have uninterrupted access to the current location during and after construction of the Light Rail. I pray the train's path can be altered to avoid any impact to us, but if that's impossible, please build the train at grade level to minimize the impact (view, noise, hopefully vibration, etc.) to our Center's regular operation.

Thank you,
Martin Berzin
(425) 420-7495

I-433-001

Thank you for describing the importance of the church and 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.

I-433-002

Access to the church would be maintained during construction. The Preferred Alternative identified by the Sound Transit Board is at-grade adjacent to the church. The project will include design and mitigation measures to minimize visual impacts (Section 4.5 of the EIS). The project will include mitigation to reduce noise and vibration below FTA criteria.

From: Sandra Berzina <sandraberzina@live.com>
Sent: Sunday, September 22, 2013 8:36 PM
To: Lynnwood Link DEIS
Subject: Save the Seattle Latvian Lutheran church and Center

To whom it may concern:

I am providing my comments regarding Sound Transit's plans to build the Lynnwood link.

I've been living in the US for about 6 years and just returned from a trip home to Latvia and realized that I wouldn't feel as comfortable living here without our Latvian community that's been going strong for so many years mainly thanks to the Latvian Center and Latvian Church. It fulfills my need for Latvian culture and language, something that I never really thought about in the past. I've met a lot of friends at the Center – Latvians that were born here and those that have moved here from Latvia. Both of my children regularly attend the Latvian school and I hope that thanks to that they'll grow up truly bilingual. We have quite a lot of things happening in the Center throughout a year – several bazaars a year, different events during Christmas, Easter, Summer Solstice etc. Theater from Latvia visits our Center several times a year and that's especially important for me personally.

I-434-001 Losing the Latvian Center would really impact me and make it more difficult to feel at home here in Seattle as it's a big part of my life. Moving the Center to an inconvenient location would have a huge negative impact on our Latvian community as so many of us have chosen to live in the Center's vicinity and wouldn't be able to remain an active part of the community, which could lead to our Latvian community's eventual collapse. We need our Latvian church and Center to remain at its present location and have its doors open, even throughout the Light Rail's construction period. I'm really concerned that the dust, vibration, noise, access issues and view of the train (especially if it's elevated) will negatively impact our regular church and Center activities.

Thank you.
Sandra Berzina

I-434-001

Thank you for describing the importance of the church and center to you. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the 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.

Access to the church and center will also be maintained during construction.

From: Biteman, James F <james.f.biteman@boeing.com>
Sent: Monday, September 23, 2013 1:06 PM
To: Lynnwood Link DEIS
Subject: Latvian Community Center - Light Rail

Importance: High

Dear Lauren Swift & Sound Transit,

I am by blood lines, not Latvian. However, I am in my heart and soul a Latvian. I married my wife Ruta in the Latvian Church on May 17th 1986. Our son, Aleksandris was baptized there and attended Latvian School each Saturday for many, many years. The community center is the heart of the community and we Latvians are the blood. One without the other is not possible.

In the 30 years I have been a part of this community it is the Church and Center that has been the example of what the Latvians wished their country to be: Free, open, democratic and safe. The Country of Latvia now has these rights, in part, due to centers like this where ex-pats were able to gather, discuss and even vote for change in their home country.

I-435-001

Many of the Latvian elders have moved to neighborhoods near the Latvian Church so they may be close to those they care most about and to be able to be a part of this very special community. To displace the function, the Baltic communities that know this place as a sanctuary, would be to essentially disband the community and send them adrift in a sea of uncertainty...like they were in World War 2 and in 1969 when the church was forced to relocate previously. In 1969 the community was much smaller, but just as tight and as important as it is today. However today, the Church and Community has grown to a size that would making it extremely difficult to move and have it survive for those it serves.

For the record, I am a huge supporter of Light Rail. Having lived in, and traveled throughout Europe over the years I know how important this is to our community in so many ways. I want to see Light Rail succeed.

I do not envy you and your team in this process of evaluating the best solution. What we do need is a solution that will be the best for all involved, and that would have to include the Latvian Church and property staying there and available to its members and friends as it has for so many years.

Thank you for the work you do.

Warm Regards,

Jim Biteman

Manager

West Corridor Analysts / Lean / Employee Involvement

Ph. 206.662.2445 Cell 206.854.5175 M/C 46-89

"If yesterday was tomorrow would you do anything differently?"

"The time it takes to do the job safely, is the time it takes to do the job."



I-435-001

Thank you for describing the importance of the church and 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.

From: Wes Brandon <wesley.j.brandon@gmail.com>
Sent: Monday, September 23, 2013 4:10 PM
To: Lynnwood Link DEIS
Subject: comments on DEIS

I reside at 20314 5th NE in Shoreline WA. I am both excited and concerned about the siting of stations at 236th SW and 185th NE.

I-436-001

Living just outside the impact rings drawn by both station plans I would like to urge your team to consider the possible ramifications of the design of either of these stations on the families living along 5th NE. I would like the impacts of the siting both stations to be considered concurrently as a whole and not separately. 5th AVE NE is the closest through street on the west side of the freeway and I assume traffic will increase as ridership increases. Myself and about ten residences face 5th and are outside the half-mile zone that is in consideration for planning of the two stations. I am concerned that the impacts will be considerable if proper planning for alternative routes to and from the stations are not addressed. Currently the neighborhood in which I live (Northridge) is isolated by 205th NE to the north and I-5 to the east. The site planning for the station at 236th SW should address pedestrian and automobile access from the south for this area and the commuters from Lake Forest Park to help mitigate turning 5th NE into the major access route from 205th NE. I recall all too well the diversion created when the carpool and traffic flow regulation signals were installed. The time to get this right is now during planning. I do not want to see my street turned into a thoroughfare for commuters. This was and still is a neighborhood and planning should take into account the human scale impacts. Our neighborhood has had to absorb much of the noise, congestion and aggravation of the increased traffic moving down I-5 without much in the way of return. I would hope that this project would consider the historical impacts and seek to minimize the effects of this new stage of transportation development

Thank you for your time,
Sincerely
Wes Brandon

I-436-001

It is anticipated that 5 to 10 percent of the trips accessing the 185th Street Station would drive on 5th Avenue NE, which translates to 25 vehicles or less in the morning (AM) or evening (PM) peak hour. This is a relatively small addition to the traffic already using the facility. Chapter 3 of the Final EIS describes potential impacts and identifies mitigation measures in Section 3.6.

From: Steve Buck <sbuck@uw.edu>
Sent: Monday, September 23, 2013 7:25 PM
To: Lynnwood Link DEIS
Subject: Preserve the Latvian Center

Folks,

I-437-001 I am glad that Light Rail will be extended but I hope that you can arrange to preserve the functionality of the Latvian Center and church. This facility serves as the hub, not just for the Latvian Lutheran congregation, but for the extended cultural communities of all of the Baltic countries in Washington State. For the past 30 years, I have been learned much and met many people representing Lithuanian, Estonian, and Latvian communities at the Latvian Center. We have celebrated our respective independence days, held schools for our children and fund-raising and cultural celebration events, and come together across the three communities in ways that only a large facility of this sort permits. These events and the school that is held there are key links in nurturing and preserving the culture and language of these communities. This is where we come together to sing, to dance, to pray, to honor our heritage, and to support each other as we move forward.

Please work out ways that the center can remain open and functional during construction and will retain as much access and parking as possible after construction is completed.

Sincerely,

Steven L. Buck
Treasurer,
Lietutis Lithuanian Dancers

I-437-001

Thank you for describing the importance of the church to the region's Baltic communities. 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: Nancy Celms <nancycelms@gmail.com>
Sent: Monday, September 23, 2013 5:58 PM
To: Lynnwood Link DEIS
Subject: Latvian Lutheran Church

To whom it may concern:

I lived in the SF Bay Area when BART first opened and have ridden it periodically when I return to visits. I applauded the Seattle area finally getting a rapid transit system and voted for it many years ago and look forward to it being up and running sometime in my life time...maybe even along the I-405 corridor as well.

Imagine my dismay when I found out the light rail was going to adversely affect the Latvian Lutheran Church! This church has been an important part of my family's life since I married my Latvian husband. When my husband's parents were still alive, we would take my them there for senior citizen club and to watch my father in law perform in plays.

After we had our children, Latvian Saturday school became part of our lives. Our daughter was confirmed there and danced on Sunday evenings with the Tredekitnis dance group. I learned both Latvian cooking and Latvian sewing there. We look forward to annual Latvian bazaar each November.

I-438-001 | I don't understand why you think it would be okay to affect our cultural center by building your light rail on the east side of the freeway. It seems like you could move the light rail on the west side of I-5 instead with less impact on communities.

Thank you-
Nancy Celms

I-438-001

Thank you for describing the cultural importance of the Latvian Evangelical Lutheran Church. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the 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: Sara Celms <saraecelms@gmail.com>
Sent: Monday, September 23, 2013 5:45 PM
To: Lynnwood Link DEIS
Subject: Latvian Community Center

I-439-001 | I am writing to voice my dismay that the light rail train will run right past my community center. I deeply wish that the train could run along the west side of the freeway. I feel like that would spare us and other families and communities from much distress.

I-439-002 | Understanding that Sound Transit has moved ahead with its planning with the line running along the east side of the freeway, I hope that a ground level option will be selected. In addition, I hope that a sound barrier will be build to protect my community center from noise disruption and that our caretakers' home will be replaced. It is necessary for us to have continuous access to the community center throughout the construction process so I hope that will be taken care of as well.

I-439-003 |

Thank you for your time,

Sara Celms

I-439-001

Thank you for your comment stating your concerns about impacts to the Latvian Evangelical Lutheran Church. The Preferred Alternative is at-grade, but all alternatives now avoid displacing the church and hall. During early project planning, a broad range of corridors and alternative alignments were considered. The results of this analysis are found in the Alternatives Analysis Report and described in Chapter 2, Section 2.6.

I-439-002

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

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

I-439-003

Although current designs show the caretaker's residence needs to be relocated, Sound Transit would provide for the relocation, as described in Section 4.1. Access to the church and hall would be maintained during construction.

From: Bridgett Chandler <bridgett.a.chandler@gmail.com>
Sent: Monday, September 23, 2013 5:02 PM
To: Lynnwood Link DEIS
Subject: DEIS

September 23, 2013

Sound Transit

ATTN: Lauren Swift

401 Jackson St

Seattle, WA 98104

LynnwoodLinkDEIS@soundtransit.org

RE: Comments on 7/26/2013 DEIS

To Whom It May Concern,

I-440-001

I am writing as a Seattle resident to express my support for regional light rail, and, in doing so, to urge Sound Transit to do right by a longstanding community organization that has been unduly disrupted by our civic decisions and needs over the years. The Latvian church and community center plays an irreplaceable role in the lives of many people in our region, and a solution that allows them to continue to operate as a place of worship and an essential cultural gathering place must be found.

It was a pleasure to read in the local paper today that the President of Latvia was visiting on a trade mission. I am sure you appreciate how extraordinary it is for a visiting head of state to decide to weigh in on a local civic matter. He clearly understood how very critical it is for emigres to have a place that connects them to their culture and personal history. That is especially true when the reason for their emigration was to escape an invading regime that represents a world view that we as Americans have a long tradition of trying to contain in the

I-440-001

Thank you for describing the importance of the church and hall to the Latvian community. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the 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.

name of values we hold dear: life, liberty, the pursuit of happiness, the common good, justice, equality, diversity, truth, popular sovereignty, and patriotism.

I have personal, professional, and civic relationships with members of the Latvian community in the Northwest that go back to my childhood. I care deeply about the impacts our collective decisions have on any individual or group. I am particularly concerned when the same group has been asked to pay such an extremely high price multiple times. I know them to be supporters of light rail, and I know them to be extremely productive and valuable members of our larger community.

I-440-001 | I have to say that I don't see how any of the alternatives in the DEIS give them a fighting chance to continue to enjoy their space for religious and cultural events. I want to support a fair outcome for this and any group so seriously affected by how we meet our regional needs.

Sincerely,

Bridgett Chandler

--

Best,
Bridgett

bachandler@post.harvard.edu

From: Iwata, Roger
Sent: Tuesday, September 24, 2013 10:09 AM
To: Michael Christopher
Cc: Lynnwood Link DEIS
Subject: RE: Dangers of loosing our heritage by relocation of Latvian Center

Mr. Christopher,

Your comment has been forwarded to the email inbox for DEIS comments on the Lynnwood Link Extension and will be included as part of the public record. I noticed an "n" missing in the email address you used so this is the reason it did not work.

Thanks for taking the time out to comment on the project.

Regards,

Roger Iwata

***Roger Iwata**, Community Outreach Corridor Lead
Sound Transit, Design Engineering & Construction Management
401 S. Jackson St., Seattle, WA 98104
206.689.4904*

From: Michael Christopher [mailto:michael_christopher@orangely.com]
Sent: Tuesday, September 24, 2013 3:20 AM
To: Iwata, Roger
Subject: Fwd: Dangers of loosing our heritage by relocation of Latvian Center

Dear Roger,

I am forwarding you an email that I have been trying to send to lynwoodlinkdeis@soundtransit.org. It seems the email I have received is not working. This letter is in response to the idea of relocating the Latvian Community center based on the possibly transit expansion of the lynwood link.

Could you please help me with forwarding this email to the right address? The email basically informs the cultural significance of this facility. The center has been a hub to latvians and my family for the past 40 years.

Thank you,
Michael

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

From: Michael Christopher <michael.christopher@orangely.com>
Date: Tue, Sep 24, 2013 at 3:04 AM
Subject: Dangers of loosing our heritage by relocation of Latvian Center
To: lynwoodlinkdeis@soundtransit.org

Dear Sir or Madame of Sound Transit,